

February 2016

the OCEANS issue

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with time
for the
planet

LEAVE
NO TRACE:
YERSIN'S
GLOBAL
AMBITION

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BY BOAT

• Pharrell Williams, David Coulthard, Sir Ben Ainslie, Marc Quinn,
Hugh Fearnley-Whittingstall, Eddie Jordan & Yasmin Le Bon



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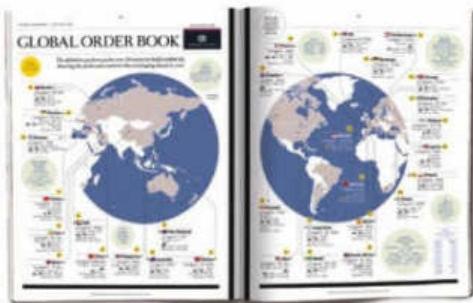
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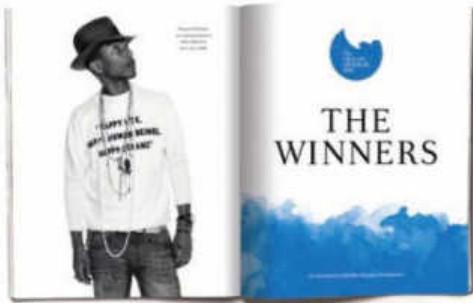
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ON THE COVER

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Some **masterpieces** are impulse creations,
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One of the things we had not foreseen when planning our judges' lunch to choose the winners of our inaugural Ocean Awards was just how heated the debates over winners would get. From the divemaster (Princess Zahra Aga Khan) to the entrepreneur (Sir Charles Dunstone), every one of our 10 experts, handpicked by ourselves or our partner, Blue Marine Foundation, was passionate, dedicated, and not afraid to ruffle feathers in order to get to the right winner. Which we did.

Eventually. One question that came up was: how can a magazine devoted to superyachts claim to care about the health of the oceans? It's a fair question that we're sure will be levied at us in the coming days, weeks and months. The answer is simple. Every superyacht owner, crew member, builder and designer we have met since taking the reins at *Boat International* spends an inordinate amount of their lives at sea. They are passionate about, and experts on, the ocean's nature, its future and its wellbeing, not least because it is interlinked with their own. They – you, our readers – travel to untouched areas of the planet, dive and snorkel remote reefs and seabeds, study weather patterns for hours on end and witness first hand the damage we are doing to the largest part of our planet. It was this interaction with those we know best, and hearing about the issue closest to your hearts, that led us to team up with Blue Marine Foundation, one of the UK's foremost ocean conservation charities, and launch the first of our annual Ocean Awards. The winners are as diverse and admirable as their projects are brilliant, and we hope you find their stories and life's work as inspiring as we did.



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EDITORIAL DIRECTOR

EDITOR



Harry Cory Wright

► Harry Cory Wright is a landscape photographer who has shot for *Harper's Bazaar*. He lives by the salt marshes of Norfolk.

The biggest threat to the oceans in one word? Ignorance

What can we do to help? Learn

Favourite sustainable fish? I collect shellfish

Dive caught or line caught? I fish with a rod and never dive

The ocean saving project closest to your heart? I'm interested in the sustainability programmes in the Atlantic and North Sea to ensure future cod stocks and a secure fishing industry

Your ocean hero? Ernest Shackleton. It goes way back

The endangered species you'd most like to save and why? Tuna. The fish and the industry have iconic global status, so it's crucial that we find a sustainable programme



Brian O'Sullivan

► Brian O'Sullivan is a wind farm entrepreneur and a Vancouver boy who loves the oceans – and crossing them.

The biggest threat to the oceans?

Plastic and oil contamination are what I've seen do the most damage

What can we do to help? Just be sensible and thoughtful. The ocean is not the "world's largest garbage can"

Favourite sustainable fish?

Chilean sea bass

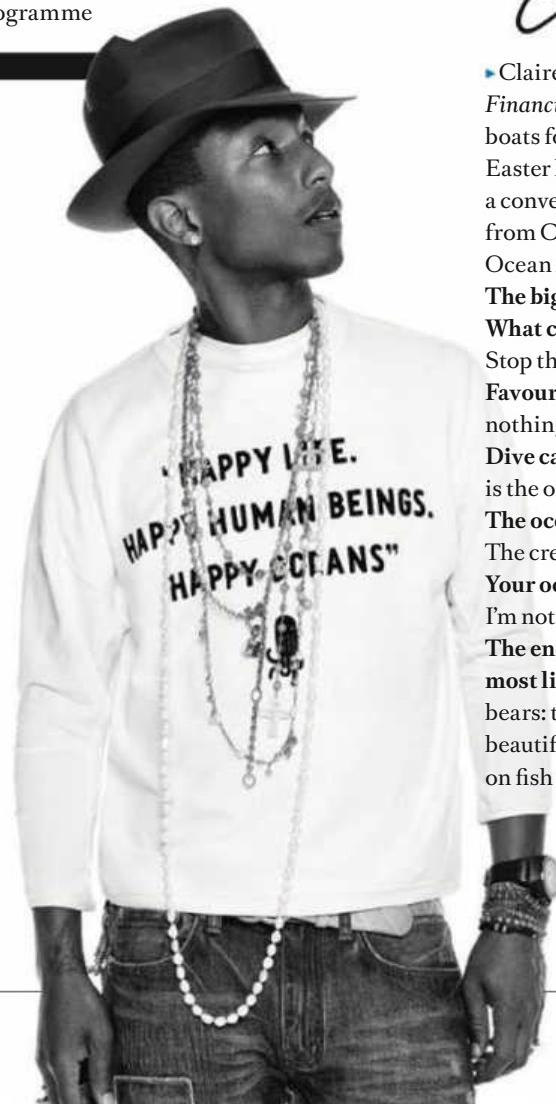
Dive caught or line caught? Line

The ocean saving project closest to your heart? SeaKeepers Society

Your ocean hero? I grew up watching Jacques Cousteau. More recently, I believe Sylvia Earle is doing the best job engaging the world in understanding the ocean

The endangered species you'd most like to save and why?

They all need to be saved!



Charles Clover

► Charles Clover is a writer and executive chairman of Blue Marine Foundation. He lives a mile from salt water in Essex and is a fly fisherman, catching things that migrate to and from the sea.

The biggest threat to the oceans in one word? Greed

What can we do to help?

Make the law of the sea more like the law of the land

Favourite sustainable fish? Mackerel and herring

Dive caught or line caught? Net for herring, line for mackerel

The ocean saving project closest to your heart?

A marine reserve round Ascension

Your ocean hero? Michael Graham. He wrote *The Fish Gate*, the story of crash before each world war and recovery afterwards. He also hired Beverton

and Holt, who perfected single stock analysis

The endangered species you'd most like

to save? Bluefin tuna, and I think we

actually did. The film of *The End of the Line* [Charles's book] was used in the 2010

campaign to place bluefin on CITES.

It made Europe back more rigorous,

science-based regulation of fish stocks



Claire Wrathall

► Claire Wrathall is editor of *Art Quarterly*, writes for the *Financial Times* among other publications and has loved boats for years. When she was a teenager, she spent an Easter holiday polishing brass and applying varnish on a converted Second World War minesweeper as it sailed from Corfu to Piraeus. In this issue she has written the Ocean Awards interviews, featuring Pharrell Williams.

The biggest threat to the oceans in one word? Plastics

What can we do to help?

Stop throwing so much away and so carelessly

Favourite sustainable fish? Anchovies. There is almost nothing savoury they don't improve

Dive caught or line caught? It depends. I fear trawling is the only way to catch anchovies

The ocean saving project closest to your heart?

The creation of marine parks has got to be a good thing

Your ocean hero?

I'm not sure I have one

The endangered species you'd

most like to save and why? Polar

bears: there is no more noble nor beautiful beast, and they depend on fish and other marine life



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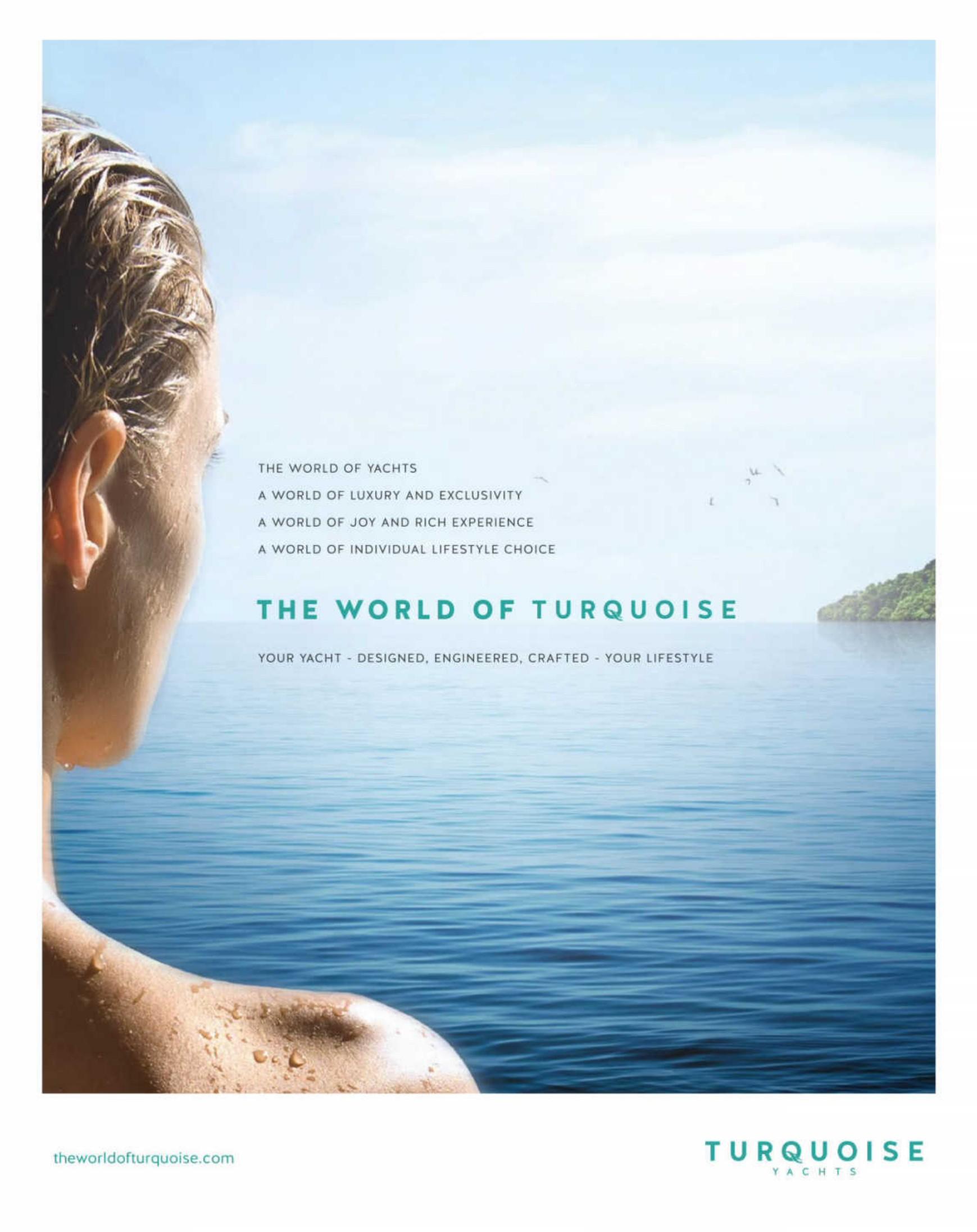
Great barrier

Plastic trap that could save the seas

A 21-year-old Dutch entrepreneur has created a rubbish-catching barrier that may solve one of the ocean's biggest problems. About eight million tonnes of plastic enter the seas each year, killing more than a million seabirds and 100,000 marine mammals. Boyan Slat's floating barriers, which have succeeded in prototype tests, use currents and wind to funnel debris into patches that can then be collected. Further trials off the Netherlands and Japan are planned this year and the real project could launch in 2020.

+ FOR MORE NEWS SEE PAGE 29

This month: find out which countries rule the waves in our Global Order Book, and the latest eco news from around the world



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Lippy from the Liffey

Ten days in the Galápagos taught *Eddie Jordan* how precious environments can be looked after. Prince Albert of Monaco showed him how politicians and leaders can make a difference, too

There's nothing sadder than the sight of a plastic bag floating in the water in some paradise destination. Or a bottle. They're not just polluting eyesores, they're dangerous. Suck a plastic bag into the impeller on your jet ski and it's kaput. And a glass bottle can do serious damage to the hull of a tender at high speed.

I have a zero tolerance policy on my boat: nothing goes overboard.

It's a sackable offence. The captain enforces it and he's not afraid to shout at guests! He's the boss on board and it demonstrates that a bit of leadership goes a long way in keeping things as clean and green

as possible. We all have an obligation to leave the planet in the best possible condition for our children and grandchildren. In my experience, the boating community has always understood this better than anyone.

The best example of a place where the eco movement has had a lasting impact is the Galápagos. I spent 10 days there on my circumnavigation and let me tell you, it's one of the most special places on the planet. You can only go with a guide and they will tell you where you can anchor, or swim, or go ashore. It's properly controlled and managed, which is absolutely right because the marine life is out of this world. It's a great example of what can be achieved when people make a concerted effort to protect something precious.

People often tell me they're upset about certain anchoring restrictions in the Med, like around the Porquerolles, where you're not allowed to drop the hook within 500 yards of the shore. The reason is anchors are said to dig up the seagrass, which is a habitat for all sorts of sea creatures. It might be annoying but these protections are in place for a reason.

The person who helped open my eyes to the oceans crisis was Prince Albert of Monaco. Back in the 1990s, we gave a Formula 1 engine cover to all the organising clubs of grands prix around the world. It was just a good marketing exercise. Anyway, the Monaco organisers asked us if they could have a logo on theirs, saying "Keep the Med clean and clear", or something like that. It was the first time I really understood that there were people in serious leadership positions committed to leaving things better than they found them.

Albert's been a massive influence on the health of the seas and led a campaign to protect bluefin tuna.

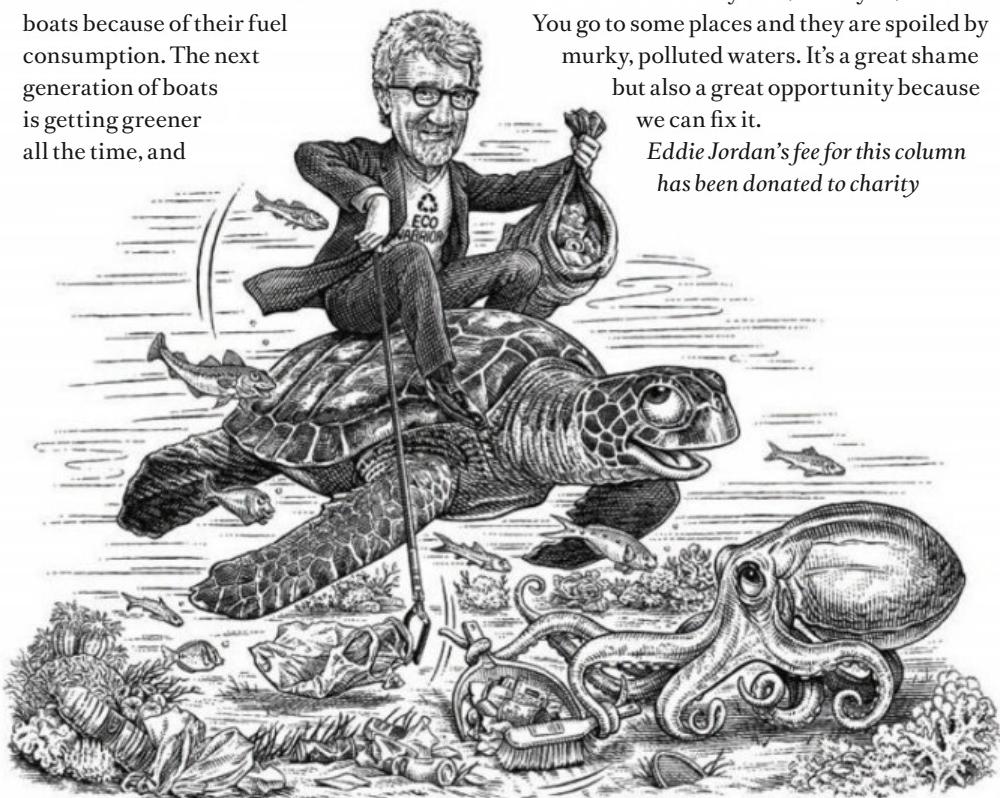
I always ask for line-caught fish in restaurants and I've steered clear of steel-hulled boats because of their fuel consumption. The next generation of boats is getting greener all the time, and

many now have solar panels to run onboard systems and charge batteries. New materials, including carbon and Kevlar, mean that yachts are getting lighter and engines are constantly more efficient.

I've just had the best sail ever in Antigua. I went down there after the Abu Dhabi Grand Prix to go sailing with a few mates. Sometimes the wind can be a bit dodgy that time of year but we got so lucky.

Apart from the wind, one of the things that makes Antigua so special is the clarity of the water. I've been fortunate to do a lot of boating in places like this, and one of the greatest joys is being able to see all the way to the bottom. It's the same in parts of the Med - Corsica, Sardinia, Turkey, Greece. Growing up in Ireland, too, I was lucky as the sea was so fresh and clear. Very cold, mind you, but clear. You go to some places and they are spoiled by murky, polluted waters. It's a great shame but also a great opportunity because we can fix it.

Eddie Jordan's fee for this column has been donated to charity



The clock is ticking. This will be the last full year before we go to Bermuda for the final stages of the 35th America's Cup. We have to use this year wisely, but there are many things competing for our time and attention.

The Louis Vuitton America's Cup World Series will give us an opportunity to race against the other teams but it is fleet racing, which is a different challenge to the match racing in the America's Cup. The AC45F that we use in the World Series is also a different boat. It's less powerful and doesn't rely so much on sailors to power the wing and dagger boards. It also has a Code 0 downwind sail that won't be on the America's Cup boat.

We will be competing in at least four World Series events in 2016. So far, the venues and events that have been announced are Muscat, Oman, 26-28 February; New York, 6-8 May; Chicago, 10-12 June; and our home event in Portsmouth, 22-24 July. While I want us to perform well in the World Series, we must remember that developing our eventual race boat and the skills for match racing are more important to our ultimate goal: winning the America's Cup. So when we're not competing we will be back at our Portsmouth base, testing and developing our race boat. We already have Testing Boat 2 in the water and there will be more

iterations and more components before we get to our final race boat. This will be assembled in Portsmouth before being shipped to Bermuda for its first sail on America's Cup waters.

The decision to launch the boat in Bermuda rather than Portsmouth comes down to a rule in the protocol: teams can launch their race boat only 150 days before the first race of the America's Cup Qualifiers. This means that we have to launch at the venue because we can't afford the time we would lose if we launched the boat in Portsmouth and then put it on a ship to Bermuda. We would also be launching in the middle of winter back home. So the best strategy is to launch in Bermuda and stay there until the end of the competition.

In Bermuda we will have the race boat and

a tune-up boat to race against each other on the Cup course for the five months leading up to the event. To make sure we are really sharp in both the new boat and the match racing format, we have just signed Leigh McMillan. He is one of, if not the top helmsman on the high-performance multihull circuits; he's won the Extreme Sailing Series and the GC32 circuit. His skills will give us some very strong in-house racing as we build up to the Cup.

Time on the water in Bermuda will also help familiarise us with the race course, both in terms of the technical side of the boat and the nuances of the conditions. The Great Sound, where the course is located, isn't an ideal place to test the boat's performance because it's quite small, but there is an area just outside it – and

still inside the reef – which will be better. It's significantly bigger than the Great Sound and the wind should be steadier there.

We will take about 50-60 people with us, so 2016 will also be about getting all the logistics in place. We have to build a temporary base out there at the

America's Cup marina and that requires a lot of planning. We will still have almost half the team here in Portsmouth.

Much of the design team will be here and we will feed data back in a similar way to a Formula One pit lane. The team here will be able to see the performance of the boats in Bermuda, allowing them to be part of the development process, and fully utilising the resource that we have in the UK.

Everyone always says the America's Cup is all about money, but it's also about time. Of course, you can buy the latter with the former, but there is a limit to how much resource you can bring online effectively. We have to use what we have efficiently and effectively – that's a good motto for 2016. ■



Winning isn't everything – yet

Sir Ben Ainslie picks priorities, hires a star sailor and chooses a Bermudan practice ground as he begins the final countdown to the America's Cup

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Eye Opener

Devil and the deep blue sea

► Few stretches of water have a reputation to rival the fearsome Raz de Sein, off Brittany's western tip. The passage, between the mainland and the Île de Sein, saw violent action between the British and French navies during the Napoleonic Wars, but its roiling currents and sudden tides are more than equal to the political turbulence above the water. Despite the risks, some fishermen still brave the waters in small boats, hunting for lucrative sea bass. In this image the French maritime photographer Philip Plisson captured one such adventurer from a helicopter in 1995. Eleven years later these notorious waters would claim their most famous soul. Edouard Michelin, head of the world's largest tyre company, died aged 42 on a private sea bass hunt in the Raz de Sein. The boat was found beneath 70 metres of water, about 15 kilometres from the Île de Sein.

Photographer – Philip Plisson



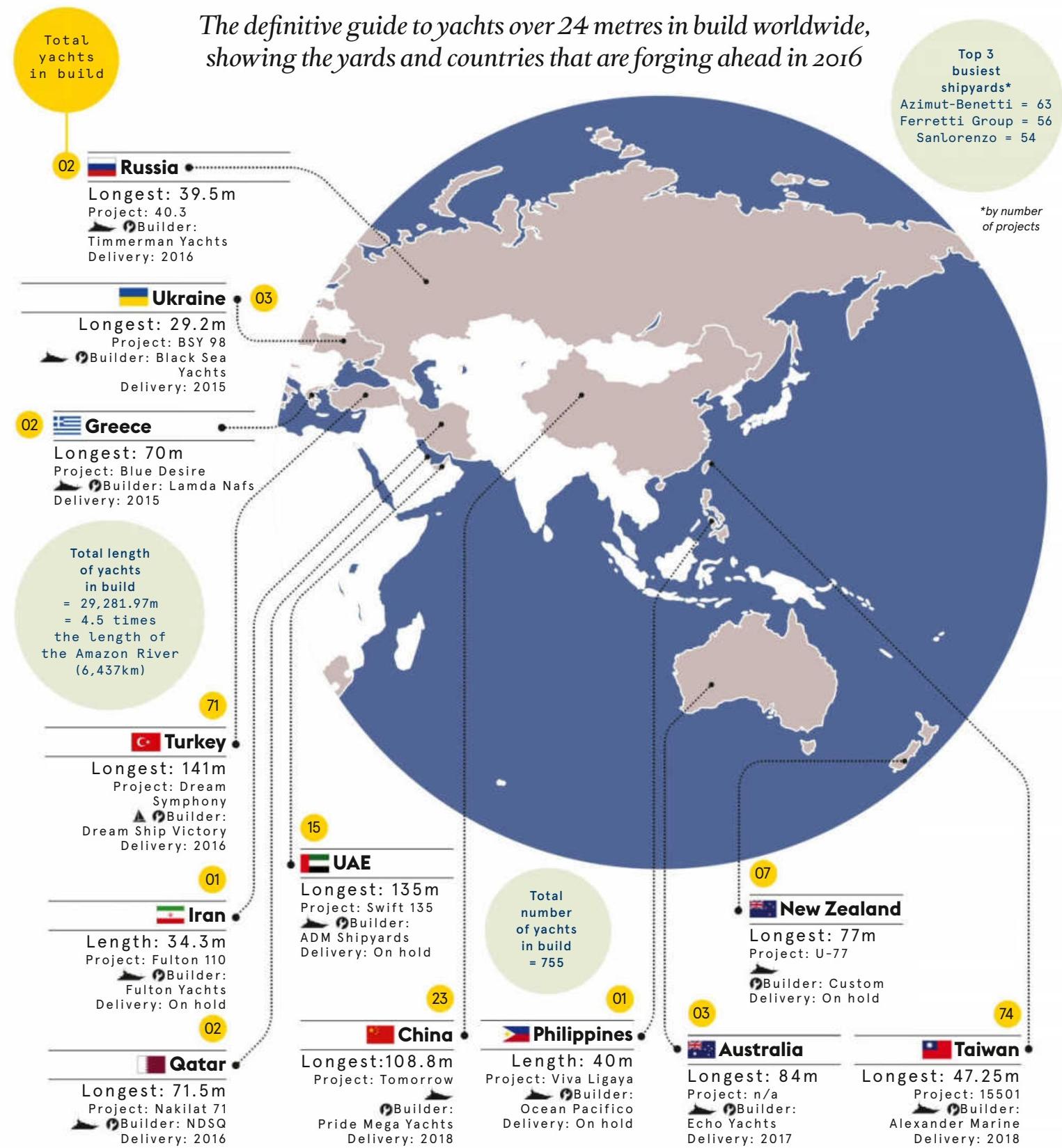




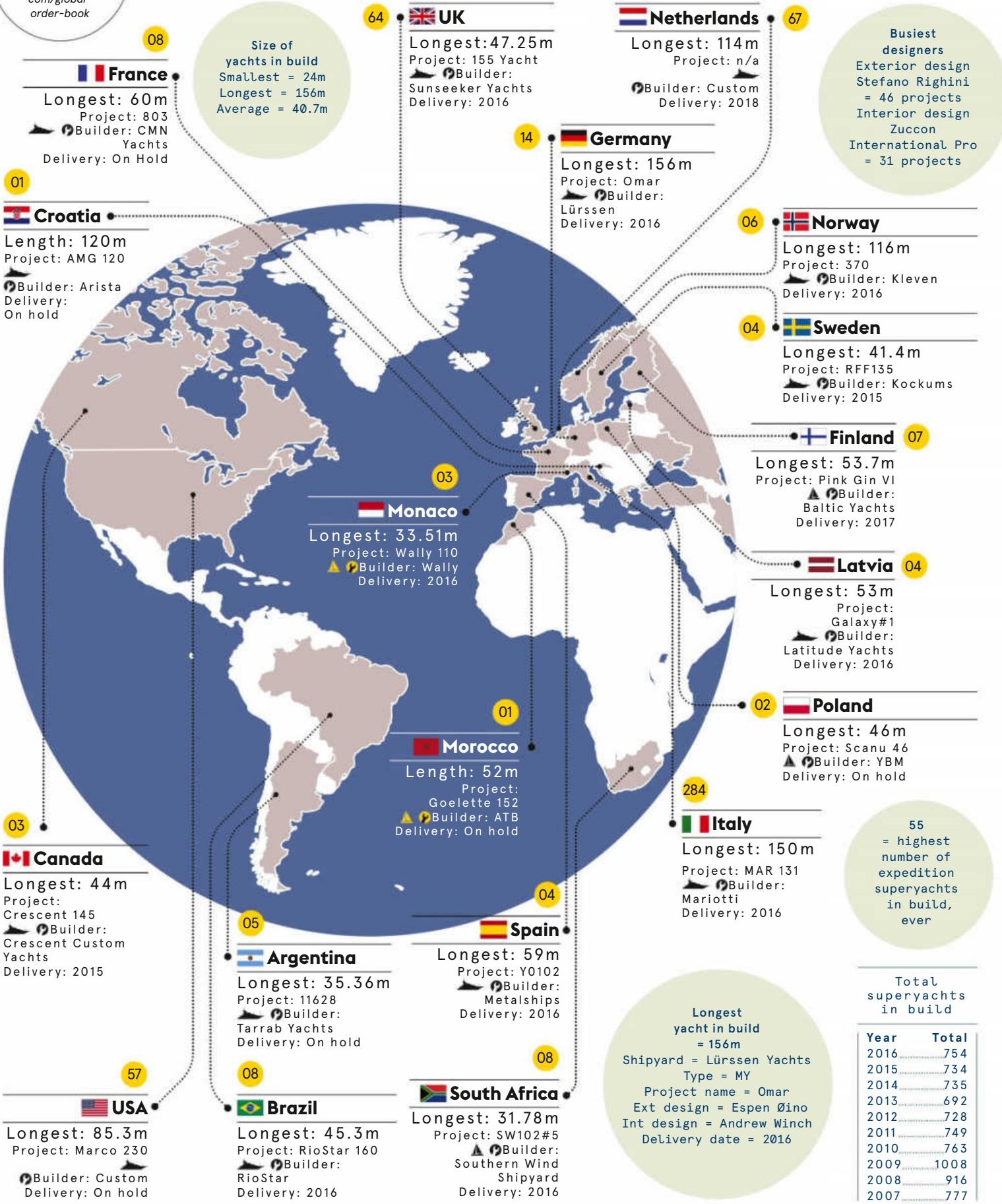
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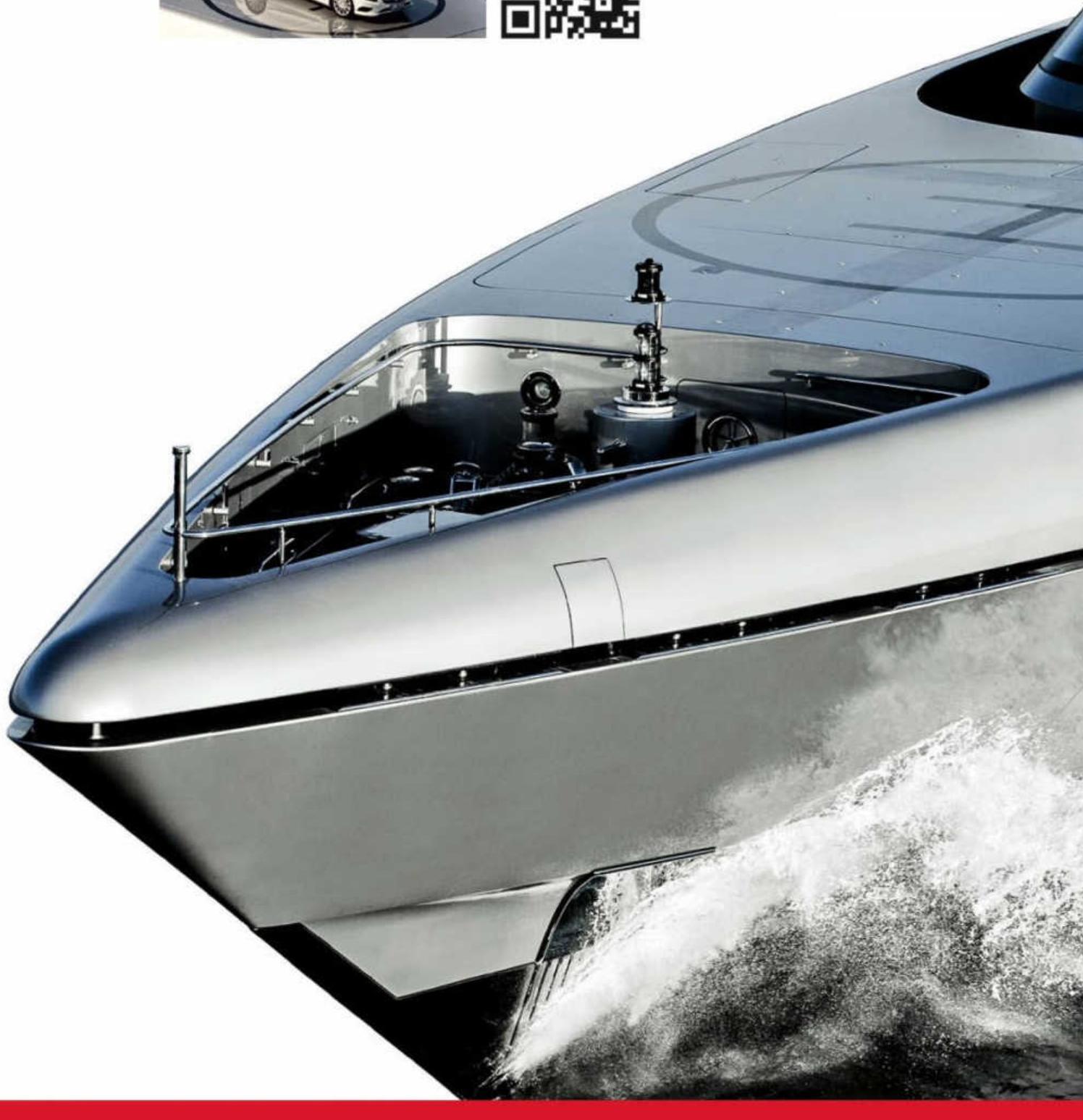
GLOBAL ORDER BOOK

The definitive guide to yachts over 24 metres in build worldwide, showing the yards and countries that are forging ahead in 2016



More on this year's Global Order Book:
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Yasmin Le Bon

"I can't think of anything more important than the preservation of our oceans and all that lives in them. All life begins there and can end there. If we can't do this, everything else in life is just a sideshow. I fully support the Ocean Awards. I want people to realise that there is hope because there are brave, visionary, creative people trying to make a difference to our world."

ON YOUR MARKS, OFFSET, GO

Owners are increasingly concerned with mitigating the environmental impact of their superyachts, according to a carbon offsetting scheme that has burgeoned over recent months. "We've had a storming year," says Mark Robinson, founder of Yacht Carbon Offset. "We're about 25 per cent year-on-year growth, so there are people out there who want to carbon offset their boats."

The captains of boats that take part report the quantity of fuel used by the yacht and Yacht Carbon Offset calculates the CO₂ released when that fuel is burned. Tonne for tonne, it counteracts this with greenhouse gas reductions by investment in projects.

Robinson is confident the carbon saving is properly measured and audited. Yacht Carbon Offset's system for delivering offset is also audited by Lloyd's Register. "It costs less than two euro cents per litre of fuel, so it's a very modest incremental cost," says Robinson. Yachts including 52.5 metre Benetti *Latitude* and 67 metre explorer *Global* have signed up for the scheme. yachtcarbonoffset.com

**MISSION ON EMISSIONS**

Superyacht yards building mid-sized boats have been given a five year deadline to develop tech that meets strict new rules on emissions at sea. At time of press, NOx Tier III regulations were due to come into effect in January for yachts over 24 metres and above 500GT. Now yachts over 24 metres but less than 500GT won't be affected until January 2021. Industry bodies ICOMIA and MYBA argued that the rules,

laid down by the International Maritime Organisation, had the potential to make yachts in the 30 to 40 metre range unviable. With the catalytic units required to treat exhaust too big for existing engine room designs, guest areas would have to be sacrificed and this would deter clients. The five year delay is intended to give the industry time to develop solutions for Tier III-compliant installations on 30 to 40 metre yachts.

**Big splash for tiny nation**

The tiny Pacific archipelago of Palau is to create a marine reserve the size of California. Commercial fishing and oil drilling, two of the biggest threats to the world's oceans, will be banned in the region.

The 500,000km² area covers 80 per cent of Palau's territorial waters and will be one of the largest protected areas in the world. Legislation to protect the region, which is

home to more than 700 species of coral, has been approved by Palau's Congress and President Tommy E Remengesau Jr said that the movement proved that a "small island nation can have a big impact on the ocean".

Palau created the world's first shark sanctuary in 2009 and its reefs are among the underwater wonders of the world. It is also developing as an eco-tourism destination.

FEBRUARY NEWS

New marine reserves, intrepid fundraisers, the latest eco-friendly yacht designs, 2016's edition of *Megayachts* and where next for ocean science?

David Coulthard

"I grew up beside the Solway Firth and my school, the Kirkcudbright Academy, overlooked the sea so I was always aware of the importance of reducing pollution and preserving the ecosystem that provided the lifeblood of our local community. The Ocean Awards are a great step in helping make that happen."

NEWS



TANKOA

► Tankoa's two 53 metre concepts are based on the same platform but tailored to different owners. Designed by Francesco Paszkowski, the S531 offers the amenities of a much larger yacht and a massive 160 square metres of deck space, while S532 focuses on interior space, with a volume typically seen on a 60 metre yacht, plus a large sunpad aft and a pool forward. Both have steel hulls, light alloy superstructures and an intended transatlantic range.



drawing board



RIVA

► The classic or sporty exterior styles of Riva's two new superyacht lines are designed to appeal to a variety of owners. The classic line, seen above, is inspired by the 1964 Caravelle, while the sporty design is aggressively styled and more closely related to recent Riva coupé yachts, such as the Riva 88 Domino Super. Both will be available in 50, 60, 70 or 90 metres and will be built in light aluminium alloy.

NEW WAVE

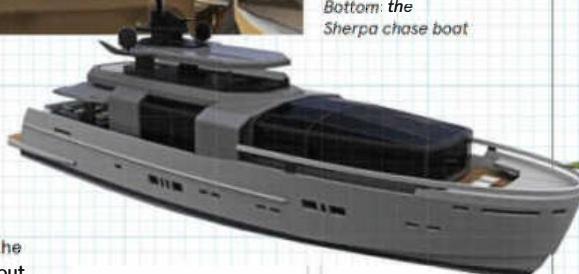
Our pick of the latest concepts and new-builds heading this way



The Arcadia 100, left and below.
Bottom: the Sherpa chase boat

ARCADIA

► Eco-focused Naples yard Arcadia has two projects in the pipeline. The solar panels on the 29 metre Arcadia 100 take care of hotel loads on board, so that at anchor guests can relax on the stern platform or be in the water without emissions or vibrations spoiling the scene. It'll splash in early 2016. Arcadia's dinky 16.8 metre Sherpa also features solar panels and is intended to be the ultimate chase boat. With masses of space for toys and an air-conditioned deck space ideal for tropical climates, she was due to launch at time of press.



ROSSINAVI

► Italian yard Rossinavi has piled eco features into its 50 metre Endurance project, due to be launched in 2017. Diesel electric Rolls-Royce pod drives plus diesel engines that comply with Tier III emissions regulations, reduce pollution. Other measures run from eco-friendly antifouling paint to careful waste management. The boat is designed for blue water cruising and the hull has been optimised for sea-keeping and extended range.



AMELS

► The in-build 57.7 metre Amels 188 is the first hybrid Limited Editions and will feature Amels' hybrid switchboard and waste-heat recovery system. The yard believes that it could offer a €150,000 return on investment over a three-year period. The engineering phase is completed and the first hull is expected to be delivered in spring 2018. Reymond Langton Design penned the interior, which they describe as contemporary but warm, and Tim Heywood again designed the exterior.



FASSMER

► Sparked by the fashion for explorer yachts, German shipyard Fassmer has collaborated with Beiderbeck Designs on this 80 metre – an evolution of the yard's Fassmer OPV 80 patrol boat. Merging superyacht luxury with the capabilities of a commercial vessel, it features a mechanism that can launch and retrieve tenders while cruising, a helicopter hangar and a forward-facing owner's area, wrapped in glass for expansive views whatever the weather.



HEESSEN

► Silence is the whisper on this in-build 65 metre from Heesen, but her hybrid diesel electric propulsion will also offer relatively eco-friendly consumption. Project Nova will burn 98 litres per hour at 12 knots and only 57 litres per hour at 10 knots. She will still have a respectable 16.3 knot top speed with her main engines and reach 9 knots with hybrid diesel electric propulsion and boast a transatlantic range.



PERSHING

► At 43.53 metres, the Pershing 140 is the Italian brand's largest design to date – and its first made out of aluminium. Typically sporty, it has a steel grid on the bow that is reminiscent of a coupé car. The yacht was penned by Fulvio De Simoni, who has designed every Pershing model since 1985. Part of the main deck is raised into a mezzanine, creating more space for a huge water-level beach club with fold-out sides. One of the three MTU engine options will offer a top speed of 38 knots.

TOP OF THE J CLASS

► A new beauty is closer to taking its place in the J Class ranks, with news that Vitters is continuing work on a 43.6 metre sailing yacht named *Svea*. The first J Class project from the Dutch yard, Hoek Design developed the lines, strength and construction plans, using the original J Class drawings by Thore Holm from 1937. The sailor integrates a long keel from the 75-year-old design, but she's brought up to date with an aluminium hull and 53.75 metre carbon fibre main mast and a deck arrangement that accommodates equipment used in modern J Class racing. The hull is the longest of the current Js, with high-tensile frames and Alustar plating. vitters.com



Sir Ben Ainslie

"For me, the biggest issue is the plastic that we are pouring into the oceans, not just the bottles and stuff that ends up stuck, endlessly circling in the ocean gyres, or is washed onto our beaches, but all the degraded plastics that are working their way into the food chain."



Turning the Thames Blue

English socialite Amber Nuttall has reinvigorated her family's ocean-saving legacy by paddleboarding the length of the River Thames in aid of the ocean preservation charity Blue Marine Foundation.

Nuttall, whose late father Sir Nicholas Nuttall set up the Bahamas Reef Environment Educational Foundation (BREEF) in 1993, spent a week paddling 236 miles from the source of the Thames in Gloucestershire to Southend in Essex, where it meets the North Sea. "I was paddling for 10 hours a day for the first four days," she says. "The upper reaches of the Thames are flat calm and you just have to put in the hours. The lower reaches are a totally different ball-game – fast moving, rough water and I had a head-wind, too. It is uncomfortable almost to the point of feeling seasick, because

I couldn't look at a fixed horizon – I was having to read every new wave that was coming at me."

Nuttall, a Blue Marine Foundation ambassador, was raising funds for a specific project: to assess the potential of a marine reserve off Ascension Island, in the South Atlantic. "The scientists picked up enough data almost immediately to persuade the British Government that yes, that does need to be turned in to a Marine Protected Area. Mission accomplished."

Nuttall's interest in the health of the oceans began when she was a child, visiting her father at his home in Barbados. "One day we all realised you couldn't see any fish any more."

Sir Nicholas started BREEF after lobbying the Bahamian government and eventually being given a small patch of ocean to turn into a reserve.

Spotlight ► Seriously for sale



SOVEREIGN: \$39.95 MILLION

► The 54.9m motor yacht, listed for sale by Northrop & Johnson, has had a further price reduction of \$4,550,000. Formerly *Harbour Island*, she was launched in 2011 and has six luxurious cabins to sleep up to 14 guests.



SYCARA IV: \$27.5 MILLION

► The 46.1m motor yacht, jointly listed for sale by Burgess and Merle Wood & Associates, has had a major \$9,500,000 price reduction. Built by US yard Burger to a design by Bruce King, she was delivered in 2009 and sleeps nine guests in four cabins.



JUST J'S: \$26.9 MILLION

► The 46.24m motor yacht, listed for sale by Merle Wood & Associates, has had a \$2,100,000 price reduction. With exterior and interior design by Jonathan Quinn Barnett, she was built in GRP by Delta Marine to ABS class and delivered in 2011.



BATTLESHIP: \$3.199 MILLION

► This 32.3m motor yacht has had a further \$201,000 price reduction at Yachtzoo. *Battleship* was built in GRP by US yard Lazzara Yachts and was launched in 2003. Accommodation is for 10 guests in four double cabins.



APHRODITE A: €7.9 MILLION

► The 42.67m sailing yacht, listed for sale by Ocean Independence, has had a €1,000,000 price reduction. Formerly *Aphrodite II*, she was built in aluminium by Vitters to a design by Hoek and delivered in 1999. She can sleep eight guests.

*From dreams
to great deals*



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AMERICAN IDOL

A Californian businessman is investing more than \$2 million to restore a boat made famous by author John Steinbeck, pictured.

The 23 metre fishing vessel *Western Flyer* was chartered by Steinbeck, author of *Of Mice and Men*, and marine biologist Ed Ricketts in 1940. They sailed her from California to Mexico and Steinbeck detailed their journey in his non-fiction work *The Log from the Sea of Cortez*.

John Gregg bought *Western Flyer* for \$1 million in 2015 and the damaged boat is now in dry dock at Port Townsend, Washington. It is estimated that a further \$2 million will be required to make the boat, built in 1937, seaworthy again. "I'd like to just restore it," Gregg says, "pretty much the way it was when it went down to the Sea of Cortez, and have it used for science and education."

The boat has sunk at least twice. "I have enough boats that you would think I would know better than to get another one that doesn't like to float," Gregg says. "It's really in bad shape now."



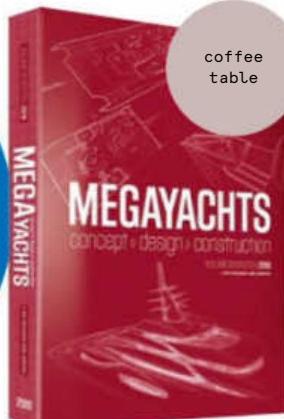
NEW MOON FOR MOONEN

Construction has resumed at Moonen Shipyards just four months after work was stopped because of financial complications. New-builds were paused at the Dutch yard last summer, when Altos Hornos de Mexico – a steel maker in Mexico and a major shareholder in Moonen – pulled out of the build of the new 36.58m Martinique yacht because the global steel market collapsed. A suspension of payment was announced and work was halted. In an official statement the yard has announced it is making a strong recovery and construction of its 30 metre Matica project, from the Caribbean range, has resumed. The yard also revealed it has received two new orders for refits. The Martinique hull, which was being financed by Altos Hornos de Mexico, is 90 per cent finished and Moonen is looking for a buyer. moonen.com



Lapo Elkann

"The oceans are unfortunately facing some serious issues. The world was watching the COP21 forum in Paris closely. It's a scary situation and we need some real political leadership to make sure we improve things for future generations."



coffee
table

Hot for yachts

Superyacht obsessives will spend springtime poring over this 2016 edition of *Megayachts*. The hardback is packed with exciting new projects, design essays and interviews with leading designers, including the story of Andrey Melnichenko's 142.81 metre Sailing Yacht A. Available exclusively at £65 from estore.boatinternational.com.

Helena Bonham Carter

"There is a new movement, spearheaded by Blue Marine Foundation and others, encouraging the Government to invest in creating marine reserves, where fish are safe from the ravages of industrial-scale fishing and where they can regenerate. We all have a responsibility to try to return our world to the next generation in the state we inherited it, not worse."

PANTONE
Snorkel Blue 19-4049 TCX



Snorkel Blue
If navy is your go-to shade, your fashion moment is nigh – the colour experts at Pantone have pronounced that the hot tone for spring is deep dark Snorkel Blue.



Faster charter
Yachtster, the charter app recently bought by Camper & Nicholsons, has opened an office in Miami, offering a simple, speedy book-online model for crewed yachts up to 35 metres. Just click and cruise.



Tabletop treasures
Give dinner some dash with these fantastical crystal goblets, hand-made to order by the two American glass artists behind Vetro Vero.

What's hot & what's knot



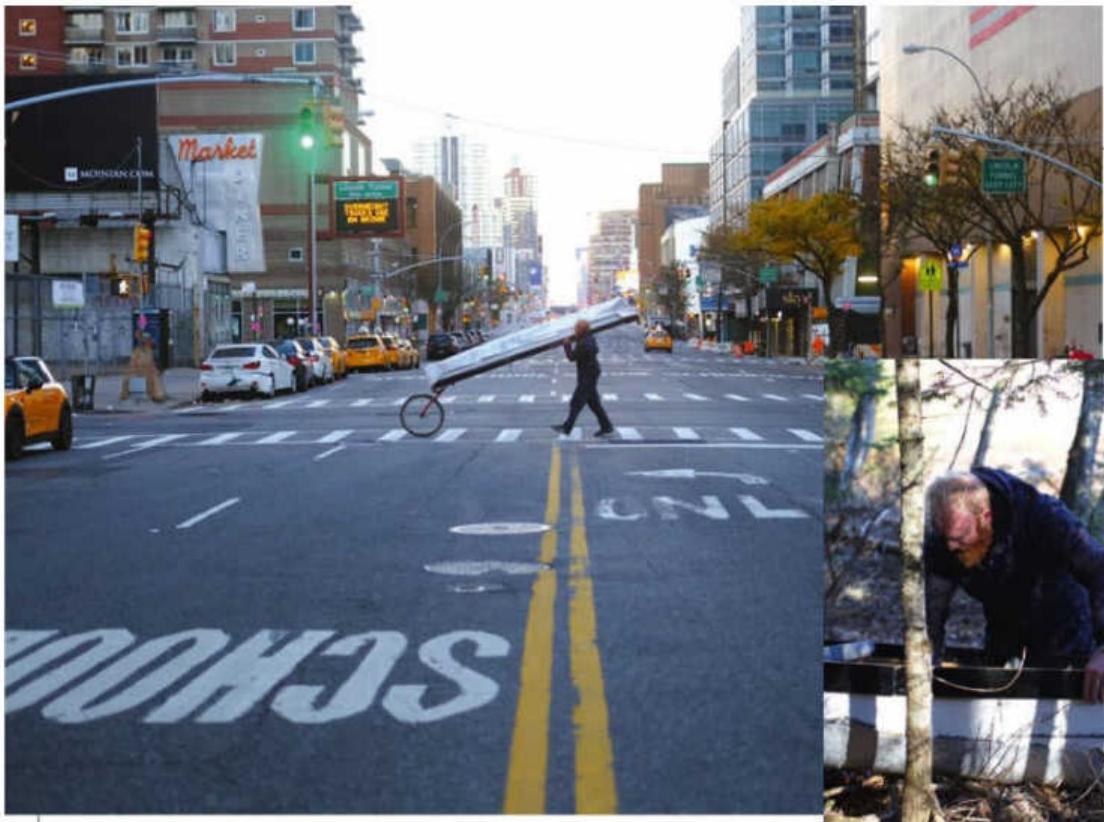
Public prangs
The owner of the Sea Ray motor yacht that got stuck on a seawall in California says it was "a little embarrassing". He may have blushed some more when a giant crane arrived to lift it off.



Western decadence
LVMH, Prada, Coach and others have closed flagship stores from mainland China to Hong Kong in response to slowing sales, rising rents and an atmosphere of austerity.



British builds
UK yachts have taken a hit with news that 50-year-old builder Fairline has entered administration and is for sale. So Britannia's not ruling the waves.



The boat takes shape in New York



Chef of the month

Jemma Harrison, chef on board the 54.9 metre sailing yacht *Marie*, is a multitasker extraordinaire

► I base my dishes on what is fresh that day. I have the opportunity to make whatever I can think of, and that is a great way to become a better chef. I was once woken up at 4am by a client who liked cooking and wanted to make tomato pasta. By the time I had got up she had already started and there was tomato all over the galley. The biggest challenge of the job is time management – you are the executive chef, sous chef, line chef and pot washer. You have to do all this in a galley and people expect high-end restaurant food. *Marie* is for charter with burgessyachts.com

RECYCLING DOWN THE HUDSON

James Bowthorpe, the adventurer and documentary maker, is taking his world-roaming exploits to chilly new heights with a midwinter journey down the Hudson River in a boat made from New York City's rubbish.

The Hudson River Project, being undertaken in collaboration with luxury watch brand Tudor, will take Bowthorpe from Lake Tear of the Clouds in the Adirondack Mountains, the source of the Hudson River, 300 miles through rapids, snow, ice and major shipping lanes back to New York City. "Wilderness and cities are perceived as opposed things but New York would not be New York without the Hudson River, so [I am literally and symbolically] making that journey from where the river starts back to this great city," says Bowthorpe, who completed a similar challenge on a smaller scale in London.

The project also aims to reframe the issue of sustainability. "It tends to be a bit of a guilt trip. It's quite doom-related and people feel that they can't do anything about it," he says. "I wanted to combine that spirit of

adventure with the sustainability challenge that we all face. When you're doing something adventurous, you feel you can face any challenge."

Bowthorpe, who has worked as maintenance crew on superyachts including *Leander*, as well as in shipyards and has studied kayak making, will build what he describes as a "kayak-cum-boat" on the streets of Manhattan, using materials he has scavenged locally. "It is a reflection of a city's waste. The Thames boat ended up being mostly built out of plywood, because I found a lot of plywood. On recce walks in New York, I've walked past piles of sheet aluminium that has been thrown out, so that boat will involve a bit more metal."

He will work with a minimal toolkit and keep time with an ultra-tough Tudor North Flag watch, inspired by those supplied to the 1952 British North Greenland Expedition. Bowthorpe was due to complete the challenge in December 2015, at time of press. He is making a documentary about his Hudson River adventure, which will be released this year.

Spotlight ► New to the market



LA SULTANA: €22.5 MILLION

► Delivered by a Bulgarian yard in 1962, this 65.4m former Soviet spy ship was completely rebuilt in early 2015 and now comfortably accommodates 12 guests in seven generous cabins. She is listed for sale by Camper & Nicholsons.



LA PELLEGRINA: €21.19 MILLION

► The 50m motor yacht was built in carbon-reinforced Kevlar by Chantier Naval Couach and delivered in 2012. She sleeps 12 guests in six cabins and is listed for sale by SSH Maritime and Merle Wood & Associates.



FRANCINE: \$7.95 MILLION

► This 46m Benetti motor yacht, launched in 1989, was refitted in 2006, 2011 and 2014, at a cost in excess of \$10 million. Accommodation is for 10 guests in five cabins including a full-beam master suite on the main deck. She is listed for sale by Burgess.



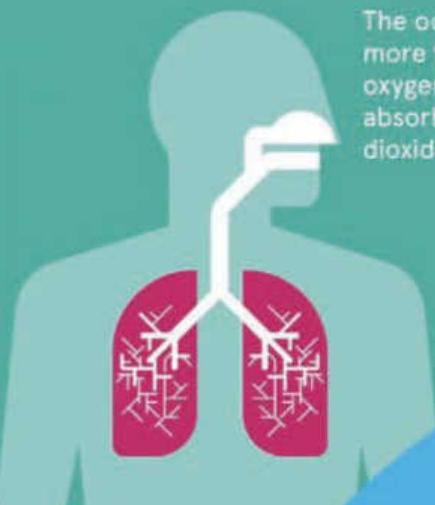
SUNRISE 63M: €49.6 MILLION

► A new-build 63m motor yacht from Sunrise Yachts has been listed for sale by IYC. Designed by Espen Øino, she could be delivered in 2018. She is currently configured to sleep 12 guests in six cabins, although a new owner is free to make any layout changes.



SEAFLOWER: €11.9 MILLION

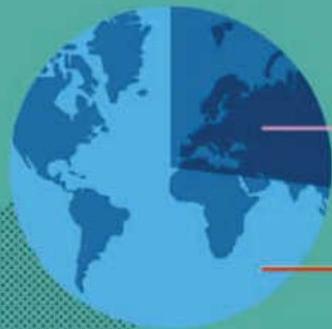
► Sold in June 2014, the 40m Feadship motor yacht is back on the market, listed for sale by Y.CO. Delivered in 2002 with one of the most expensive interiors per square metre on any Feadship, *Seaflower* has five cabins for 10 guests.



The oceans produce more than half the oxygen we breathe and absorb half the carbon dioxide we produce



275 fisheries in 36 countries are certified to the MSC Fisheries Standard for sustainable fishing



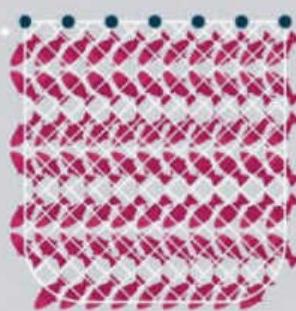
28%

72%

28% of our planet is land
15% of which is under protection
72% of our planet is ocean
3% of which is under protection

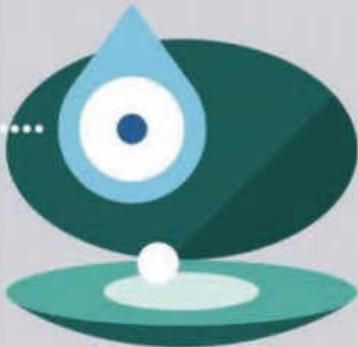
A green circle containing a white dollar sign symbol.

Poor management, inefficiencies and overfishing in marine fisheries were costing \$50 billion per year, according to the World Bank in 2015

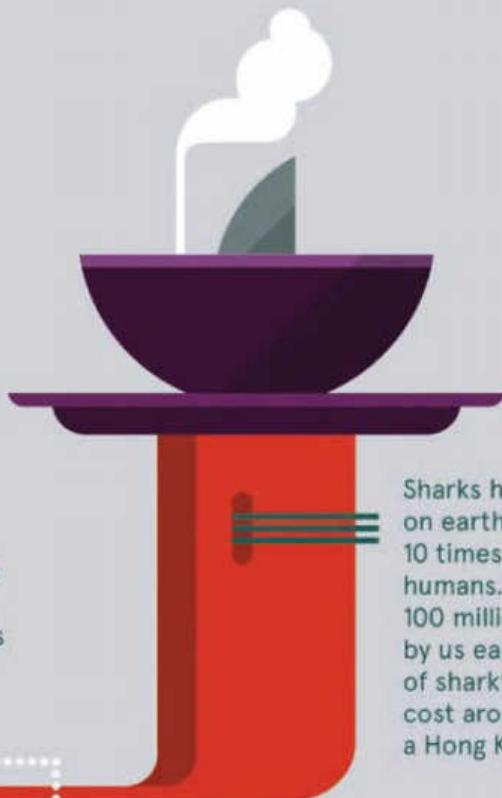


DANGER IN THE DEEP

From the dizzying economic costs of irresponsible fishing to the rich results of good practice, ocean preservation is a matter we can't afford to float over



A single native oyster can filter up to 200 litres of water a day, removing pollution and cloudiness from sea water and creating healthier oceans for other species



Sharks have existed on earth about 10 times longer than humans. Yet more than 100 million are killed by us each year. A bowl of sharkfin soup can cost around \$90 in a Hong Kong restaurant



58% of the world's coral reefs are potentially threatened by human activity



8 million tonnes of plastic are dumped into the oceans each year, creating great areas of floating rubbish. One, the Great Pacific Garbage Patch, according to some estimates covers an area twice the size of Texas

A little good news...

Between 1996 and 2006, annual cod catches in the North Sea fell from 80,000 to 20,000 tonnes - the cod lifecycle is badly affected by bottom trawling. After strict controls, stocks rocketed from 20,000 to 70,000 tonnes in eight years.

...and a lot more

After years of heavy hunting, in the 1960s humpback whales in the southern hemisphere started to run out. In the mid 1960s, only 200 were counted off the Queensland coast, down from thousands. In the 2015 migration season, after decades of an Australian hunting ban, 26,000 whales were counted off the Queensland coast and the Australian humpback population is increasing by 11 per cent a year.

Troublé at sea

But Romain Troublé and his Tara Foundation are finding solutions

Few people know the ocean the way Romain Troublé knows it. For a start, this son of an Olympic and America's Cup sailor grew up on boats and also raced in the America's Cup. He is now secretary general of Tara Expeditions, the French non-profit organisation that is rapidly revealing the secrets of the deep.

Tara was set up by his aunt, the fashion designer Agnès b., and his uncle Etienne Bourgois, in 2003. Since then its 36 metre aluminium schooner of the same name, launched in 1989, has sailed nearly half a million kilometres laden with scientists, equipment and good intentions.

Her most recent expedition, Tara Oceans, collected more than 35,000 samples of marine plankton between 2009 and 2013 to study what is happening to these crucial oxygen-giving, climate-controlling organisms. It will take 10 years to reveal the full story but the first results were published last year and, initially at least, the study sets a global baseline to evaluate the impact of climate change on ocean life. About 40 million genes have been revealed, the vast majority being new to science.

38

ON BOARD



Tara at work
in the Arctic.
Right: Troublé



Troublé is excited – by the technological progress as much as the research itself. “At the beginning of the project there was no way we could manage so many samples, so much information,” he says. “But by the end this was possible because of the progress of the technology. In that time the price and the time of doing the genomics has been divided by 10,000, which is completely incredible.”

Troublé says it’s the most important work

“
Owners who are crossing the ocean for their leisure time could collect samples and data. It would be really useful
”

Tara has undertaken so far. “Scientifically, yes, by far,” he says. “The Arctic drift in 2007 to 2008 was one of the most challenging expeditions we can do. Drifting on thick ice for 500 days in such a remote place in such dark times of the year, over winter, this was such a challenging project. But in terms of science, plankton is the most up to speed and the most important.”

Tara Arctic studied the atmosphere up to

an altitude of 2,000 metres and the Arctic Ocean to a depth of more than 4,000 metres. Initial conclusions confirm climatologists’ predictions that summer ice will disappear completely in the next 10 to 15 years.

Next on Troublé’s and Tara’s agenda is coral. For the next two years *Tara* will study the coral reefs of the Pacific, and Southeast Asia in particular, educating locals about its importance. “We’re going to spend two blocks of two or three months in Southeast Asia, sharing the science and the importance of these ecosystems for mankind,” says Troublé. “We’ll be doing this with the local press, with the kids and local politicians.”

Troublé is also calling on superyacht owners to help in studying the ocean. “We should look for a new, complementary way of looking at the ocean, by engaging the owners who are crossing the ocean for their leisure time, to collect samples and data. So long as the downstream research work is planned before hand, it would be really useful.”

“We need this. The ocean is so big and this is why we don’t know the ocean today. When you see the budgets of governments getting smaller and smaller, this could be interesting and could make sense for these guys who travel around the world. It would be a win-win situation.”



Troublé and
Tara's founder,
his aunt Agnès b.
Right: plankton
in all their glory

Dragonfly's
amazing rescue
mission:
boatinternational.com/dragonfly-vanuatu



Dragonfly
helps cyclone
victims in
Vanuatu.
Far right:
Y.CO's Gary
Wright and
Charlie Birkett



"We can do more"

Superyacht crews can be a force for good

Charlie Birkett was fortunate, he says, to have spent his formative years at sea working as crew for some enlightened and considerate owners. "They were very aware of their superyacht's footprint and conscious of the impact it had," he recalls. Now, in his capacity as CEO of Y.CO, the yacht management and brokerage company he co-founded with chairman Gary Wright, Birkett is issuing a call to arms. "Our belief is that, as an industry, we need to take it much more seriously than we do or have done in the past. We can and should do more."

And Y.CO for one is doing more to highlight ocean conservation. It recently established the Oceans.Eleven committee: 10 captains from its 100-strong fleet, plus Y.CO's director of fleet operations Scott Lidbetter. Its aim? "We ask ourselves what can we do to improve our own service, as managers, what can we do to help the oceans, what can we do to improve safety, security, crew training, everything," says Birkett.

When it comes to helping the oceans, Birkett thinks crews have the key job. "The crew is the important part, because they live on the water

“

**Crew can really make a difference.
There are some good people in this
industry who want to do good**

”

and should be able to turn their hand to educate guests about it. The fun you can have, but also the responsibility you have to look after it." To that end Y.CO offers Destination Education, putting tutors on some of their charters to explain some of the issues that locals face. "Guests can go home from their lovely holiday and they will have learnt something as opposed to just arsing around on an inflatable," as Birkett puts it.

The shining example Birkett holds up of crews doing the right thing is that of *Dragonfly*, the 73 metre motor yacht under Y.CO's management.

Cruising in the South Pacific last March, *Dragonfly*'s captain Mike Gregory sought permission from its owner to go to Vanuatu to help victims of Cyclone Pam, which had devastated the island. The owner agreed so the crew were able to deliver 62 tonnes of water, 10 tonnes of food and shelter and treat more than 250 casualties.

"The crew on board that boat are one of the best crews in terms of training, qualifications in emergency response, first aid and so on," says Birkett. "They've got, I think, seven EMTs [emergency medical technicians] on board, so they can really make a difference. Hopefully it sent a message to the industry that these things are possible."

That's certainly the case, according to Gregory. "We have been contacted by a number of yachts that are wanting to do similar things and believe we are starting to see a change in yacht use globally," he says.

Y.CO is also a big supporter of Blue Marine Foundation, the charity that aims to have 10 per cent of the world's oceans protected by 2020 (3 per cent currently are). So it set up YACHT.CLUB, a membership scheme for crew and industry professionals that offers discounts with select partners in superyacht hubs around the world. The membership costs €120 a year, all of which goes straight to the foundation.

Birkett would like to encourage more of a connection between ocean scientists and the superyacht industry. "There should be a concerted effort to take what's going on in the scientific world, with ocean scientists, and produce some kind of newsletter or something for the yachting industry. There are some good people in this industry who want to do good."

Gregory believes crew are only too willing to work with ocean scientists. "We are on the fringe of some exciting research studies of coral reefs and ocean currents. How awesome would it be to be a part of that?"

y.co/yellowyacht.club



Dragonfly's
crew treat a
local child



The hybrid hype

Is diesel electric propulsion an eco-friendly trend or the new normal in superyacht engine rooms, asks Risa Merlin

Save fuel, money and the planet! Hybrid's rallying cry is trending, with more and more yacht builders offering blended propulsion options. Hybrid power isn't new, of course.

Nearly 20 years ago, Lürssen gave us the Jon Bannenberg-designed 96.25 metre *Limitless* with diesel electric power, and the validity of hybrid was cemented when RINA awarded the new Hybrid Propulsion class notation to Palumbo's Columbus 40S in 2013. But are all hybrid superyachts created equal?

"Hybrid itself doesn't mean that much," says Ronno Schouten, design manager of Feadship's De Voogt Naval Architects. "The definition is basically 'a thing made by combining two elements'. It's become a trendy word that everyone uses." The yard took hybrid to the next level with the 2015 launch of 83.5 metre *Savannah*, featuring its Breathe propulsion system. Here, a single medium-speed diesel engine drives a single prop via a gearbox, and aft of this is a large, electrically driven azimuthing stern thruster, providing propulsion and manoeuvring. This single shaft set-up, which comes from commercial vessels, increases efficiency and saves fuel. An electrical generator/motor can also power the yacht's entire hotel load or drive the main propeller, and there is a third option to run on batteries alone. "The biggest advantage is the fuel saving, up to 30 per cent," says Schouten.

Feadship stirred up wake when it marketed *Savannah* as the first hybrid yacht, with fellow builders pointing to their own previous achievements. Royal Huisman's 2009 *Ethereal* was ahead of its time in the

Huisman's 2009 *Ethereal* was ahead of its time in the

uses only a fraction of the energy of comparable yachts and has a focus on efficiency in everything from thicker hull insulation to electrochromic glass, which controls solar energy transmittance and thereby interior temperature.

There's another hybrid power benefit worth mentioning: peace and quiet. Heesen is promoting silence as "the ultimate luxury" on its 50 metre Project Nova, its first Fast Displacement Hull Form yacht with hybrid propulsion, while Wider Yachts' diesel electric powered 150 can be self-sufficient on batteries for eight hours. "Technology has moved a long way since *Ethereal*," says her naval architect Ron Holland. "It's getting better and cheaper. As these technologies continue to improve and develop, it will become the norm."

Hybrid is still more expensive to install than traditional propulsion, but "you can earn that back in fuel savings and maintenance savings on generators", says Schouten. De Voogt discusses it on all projects, with about a 50 per cent opt-in rate. "We see hybrid power as becoming the new standard. Next, we are looking at gas turbine generators, which have lower emissions, maintenance and vibrations." Royal Huisman, meanwhile, is devoting R&D time to an all-electric sailing yacht, with all systems from propulsion to sail handling relying on electrical energy.

The caveat for hybrid truly becoming the new normal? Yacht owners need to be on board. Holland says the single engine, single prop set-up is "the best option for fuel savings" but some clients simply don't care. "Everything we do is client influenced," he says. "If the clients aren't enthusiastic, it's not going to happen."



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KITZBÜHEL, AUSTRIA
22 FEBRUARY 2016

Young Designer of the Year

► A number of inspiring young designers have submitted their innovative entries for the 2016 Young Designer of the Year award, sponsored by Oceanco. The award has propelled the careers of some of the yachting world's pioneering new talent, with an impressive collection of past finalists and award winners now employed in prestigious design studios all over the world. See who will claim this year's award at the ShowBoats Design Awards. Tickets are on sale at showboatsdesignawards.com



VIRGIN GORDA, BVI
9-12 MARCH 2016

Loro Piana Caribbean Superyacht Regatta & Rendezvous

► A selection of some of the world's finest sailing and motor superyachts have registered including *Odin* (27.7m, Nautor's Swan), *Bella Regazza* (42m, Vitters) and *Pandemonium* (25m, Oyster). The fleet will enjoy three days of captivating racing in a bid to win the coveted Loro Piana Prize: The Boat International Media Trophy. You can enter online by 29 January 2016 at loropianacaribbean-superyacht-regatta.com

42
ON BOARD



MONTENEGRO
7-9 JULY 2016

Superyacht Rendezvous

► For the second year, the Superyacht Rendezvous Montenegro will return to the exquisite Montenegrin coastline for a three-day event including a Cruise in Company, a Yacht Hop and an elegant sunset party held at the exclusive Porto Montenegro Yacht Club. This is an event not to be missed. Register online now at superyachtrendezvous.com

KITZBÜHEL, AUSTRIA
21-23 FEBRUARY 2016

Superyacht Design Symposium

► The 2016 Superyacht Design Symposium will include not only the biggest names from the yachting industry – Peter Lürssen, Andrew Winch, Espen Øino, Terence Disdale – but also, for the first time, feature speakers from the wider community as well, such as Lapo Elkann, entrepreneur and heir to the Fiat fortune, superyacht owner Nick Candy and Stefan Sielaff, the new design director of Bentley. Stephen Bayley (pictured right) is in the chair. Tickets are on sale at superyachtdesignsymposium.com



FLORENCE, ITALY
14 MAY 2016

World Superyacht Awards

► Attended by the glitterati of the superyacht world, the World Superyacht Awards brings together owners and industry leaders to recognise the finest superyachts launched in 2015. The winners of the 11th edition of the awards will be announced at a magnificent gala evening at the Palazzo Vecchio in Florence, Italy. A sell-out event is expected so be sure to make your table applications promptly via the event website to avoid disappointment. worldsuperyachtawards.com



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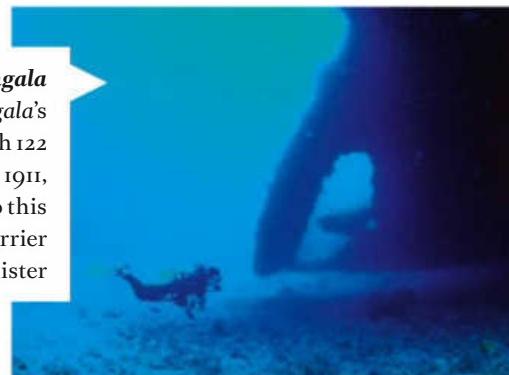
- **USAT Liberty**
Torpedoed in 1942, this military cargo ship lies just 30 metres offshore of Tulamben in Indonesia

Six of the best

Wreck dives



- **Rainbow Warrior**
The Greenpeace ship was sunk by French frogmen in 1985. She was floated briefly then sent to the bottom again in Matauri Bay, New Zealand



- **SS Yongala**
The tragedy of Yongala's sinking, in which 122 lives were lost in 1911, adds poignancy to this stunning Great Barrier Reef dive. A bucket-list



- **USS Kittiwake**
This artificial reef in the Caymans has attracted more than 40,000 divers since being created in 2011



- **MS Zenobia**
Our only Med dive on the list – the ferry is free to explore in 42 metres of water off Larnaca, Cyprus



- **Hilma Hooker**
The 70m cargo ship was seized after being used to smuggle drugs, and sunk shortly after as an artificial reef off Bonaire in the Caribbean. She's 30 metres down, but the water is so clear you don't need to swim to the bottom



Clockwise from left: stone restoration, chiselling and planing wood are just a few of the city's skills



Welcome to the city of craftsmanship

The biggest and best awards event on the superyacht calendar heads to Florence for the first time in May, when the world's finest superyachts will be celebrated in this beautiful, art-filled city

From the perfectly stitched leather to the cut crystal you see on any shopping avenue in Florence, it's impossible not to associate this city with fine art and excellent craftsmanship that goes back many centuries. But artistry isn't frozen in time in the cradle of the Renaissance – it's alive and well here, with impeccable skills passed down from generation to generation.

Artisans abound in the Florence area, specialising in everything from stone, wood, leather, paper, sculptures and textiles to glass, pottery and precious metals. The craftsmen's pride in their work is obvious, too, so perhaps

it's no surprise that much of the finery chosen to decorate the world's top superyachts – from the most supple leather to exquisite wood furnishings and dazzling mosaics – comes from this part of Italy.

Beyond the streets of Florence, past the vineyard-covered hills of Tuscany, beats the heart of Italian yacht building. World-renowned shipyards stretch along the Tuscan seaside, and many of the yachts that will be judged in the next World Superyacht Awards, taking place in Florence on 14 May, are built, designed or adorned by Italy's finest craftsmen.

FLORENCE, ITALY, 14 MAY 2016

World Superyacht Awards

► The World Superyacht Awards are distinguished by the fact that the winners are selected by an independent jury of current and former superyacht owners. Nominations are now closed. Visit worldsuperyachtawards.com to see a list of finalists and submit your table applications

World Superyacht Awards Navigo Event Partners

MONDOMARINE

This Italian yacht builder recently marked its centenary

► Mondomarine yachts are built at the historic Cantieri Navali Campanella shipyard in Savona, which has been active in vessel repair and construction since 1915. The site is now the sprawling 35,000m² Mondomarine shipyard. With a storied history, the Cantieri Navali Campanella shipyard represents a centre of excellence in ship and yacht building as well as yacht repair. Growing from this strong heritage, the Mondomarine brand was created with the aim of launching custom yachts larger than 40 metres LOA, built in aluminium alloy and steel.

Mondomarine carries on designing, engineering and building ships at the Cantieri Navali Campanella site in Savona, offering full-cycle production, from the cutting of the hull plates to completion. Three years ago Alessandro Falciaria and Roberto Zambrini acquired the brand and the production site and set out to enhance the uniqueness of each Mondomarine design. While the commercial and marketing duties of Mondomarine have been moved to the prestigious yachting location of Monaco, the new owners' aim is to introduce new vitality and modernity to the shipyard.

Mondomarine adds 62 hulls to the impressive number of ships launched at Cantieri Navali Campanella over the years. In the past nine years, Mondomarine sold 21 yachts over 40 metres LOA, nine of which were over 50 metres. The upcoming years will see several important launches:

Mondomarine's first two all aluminium projects, the 50 metre M50, designed by Hot Lab, and the M60S, designed by Luca Dini, both due in 2016; and the steel hull M40 Explorer, designed by Sergio Cutolo of HydroTec, and the M54 by Luca Dini, due for delivery in spring of 2017.

The custom builds, increasing international attention and the guarantee of Italian quality are just some of the pillars on which Mondomarine leverages in its renewal while constantly seeking improvement.

mondomarines.mc

PERINI NAVI

Innovation in technology and design create yachts with cutting-edge performance

► A combination of technical brilliance and near-perfect aesthetics put Perini Navi's yachts in a class of their own. When industrialist Fabio Perini was unable to find the boat that he wanted for himself – a large sailing yacht that could be handled by one person – he decided to build his own. The ambition of Perini Navi was to create large yachts that could be sailed by a small crew – it has developed technologically advanced, computerised sail-handling systems over the years to meet this goal. Since its launch in 1984, the Italian builder has welcomed 55 yachts to its stable, including its largest sailing yacht yet – the 88 metre *Maltese Falcon*.

Delivered in 2006, she is instantly recognisable by her Falcon Rig with three masts and curvilinear spars. Holding more than 50 per cent of the world market for sailing yachts over 45 metres LOA, Perini Navi's track record is impressive. In-house design has allowed Perini Navi to implement its own systems and inventions that give its yachts an edge on performance. Perini Navi's cutting-edge sailing technology can be seen in the 60 metre cruiser *Seahawk*, the first of the successful new 60 metre series of yachts.

The biennial Perini Navi Cup sees these spectacular yachts race against each other. But it's not just sailing yachts with which the builder has made its mark. The fame of the Perini Navi Group is also strongly tied to motor yachts, with the Picchiotti brand having launched a number of impressive award-winning yachts in recent years, such as the 73 metre Perini Navi-Picchiotti motor yacht *Grace E*. The Picchiotti name is part of the Italian shipbuilding tradition, with roots dating back to the 17th century. Since the 1990s, Picchiotti became part of the Perini Navi Group, which has absorbed its experience and valuable traditions. The Picchiotti brand of today aims to create a class of motor yachts that shares a great affinity with the sailing universe and attests to a true innovative spirit, aspects that well match the Perini Navi Group philosophy.

perininavi.it

ROSSINAVI

Customised design means each yacht is a unique work of art

► For generations the Rossi family has been dedicated to working with metal. This deeply rooted experience in the "fabric" of shipbuilding forged the family's traditions in the production of ships, beginning on the

Tuscan coast in Viareggio, Italy. Evolving from Cantiere Fratelli Rossi, the Rossinavi brand was founded in 2007, carrying forward 35 years of operational experience, with specialisations in hull construction and supply for third parties.

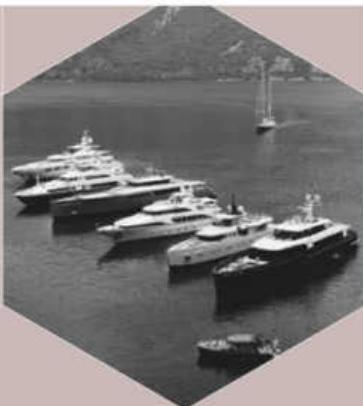
Thanks to its history and tradition, Rossinavi has the benefit of hosting long-standing experience and know-how under the same roof. This makes the shipyard and its mechanics' workshop the place of creation and production for 40 metre-plus luxury yachts, which are works of art built to craftsmen's standards – standards that tell, in numbers, of more than 100 vessels between 24 and 70 metres launched over the years.

Craftsmen's experience, simplicity, elegance: these three principles are part of each vessel labelled Rossi. More than this, the Rossinavi team has an unconditional love for the job and genuine care for the human relationships that are part of the yachting experience. In Rossinavi's company and creative philosophy, the shared production process is about active synergy among all players: the client is involved from the start, involved from inception to delivery. The development of relationships is a priority. This allows the ability to guarantee the ultimate satisfaction for a shared building experience.

The shipyard's inimitable uniqueness is the capacity to fulfil every dream of those who aspire to own a Rossinavi. Customisation is key: the workshop can change at any time each detail of the project. This is simply part of the Rossi tradition. In the workshop, a piece is shaped, welded – an element that did not exist before is created. The distinctive feature of each Rossinavi is an exclusive and unrepeatable character, as true works of art are not replicable.

rossinavi.it

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*One of the
Broken Sublimes
2015 series
by Marc Quinn*

This month: the not-so-young Young British Artist Marc Quinn, reef-friendly suncreams, and a fabulous Fife goes under the hammer





→ MARC QUINN'S
SEA-INSPIRED ART:
[#](http://boatinternational.com/marc-quinn) marc-quinn

Force of nature

Marc Quinn's work celebrates the ocean, even when it's in "captivity" in our cities. *Ticky Hedley-Dent* reports

Marc Quinn is standing by a half-finished, pink and silver spray-painted, aluminium-backed work in his Hoxton studio in the East End of London, eloquently explaining the creative process behind his recent show *The Toxic Sublime* at White Cube. The British artist, who came to prominence in the 1990s with *Self*, a sculpture made with his own blood, and *Alison Lapper Pregnant*, the beautiful, controversial sculpture of a disabled woman for the fourth plinth in Trafalgar Square, has a new subject between his teeth, human beings' complex relationship with their environment.

This recent work is made up of two halves: *The Toxic Sublime* hybrid painting/sculptures and the stainless steel sculptures, *Frozen Waves* and *Broken Sublime*, all of which have their origins in the Caribbean, where Quinn has a house. "I spend three months a year looking at the ocean," he says. "It is the blood of the planet." But, typically, he was not going to come

back with a traditional seascape; as he points out, one can't be Turner in the age of global warming. "These paintings are viewed from an urban perspective. They are paintings of the sea by someone who lives in the city. I think you need the tension between the two."

All of *The Toxic Sublime* paintings have the same generic Caribbean sunset as their base. "I spray paint it, which is obviously an urban paint, and start by layering it. Once I've done that I sand it down. Then I spray through bits of flotsam and jetsam, bits of shit that come off boats. I spray through it so you get a ghost image of the stuff." All this is done over crumpled plastic to give it a distressed finish. "Then I take it on to the street and get all the textures of manhole covers, which is basically water in captivity, water controlled by man, but ultimately connected to the ocean."

Next, Quinn puts on some steel-toe-capped boots and gets physical: "I have to kick them to shape the aluminium." The result is a very

three-dimensional painting. "You've got a painting that is a painting of the sublime. It's a new sublime, it's not the one of pure nature, it's man-shaped nature," says the softly spoken Quinn, who has an intellectual approach to his work, every idea meticulously thought out.

To complement the paintings, Quinn made the stainless steel *Frozen Waves* and *Broken Sublime* sculptures. "The wave sculptures are the opposite in a way. The paintings are man-made things, while the wave sculptures are about the power of the ocean. They are something much older and prehistoric. They are about a primordial power."

Quinn became a beachcomber to find the perfect shell fragments, because he needed ones that could stand up on their own as he copied their forms for the sculptures. "I was walking along the beach and I looked at it and thought it was interesting – it's like a sculpture of a wave by the action of the wave. It's an unwitting self-portrait of the ocean, in a way."

These stunning sculptures look like molten metal and are shiny on the front and rough on the back, just like a sea-worn shell. "The front is something you could dive through and go to another dimension," jokes Quinn. To make these he used a 3D printer, the polystyrene printouts are put together and sent to the foundry where they are made with metal; moulded, polished and brushed. The large sculptures take more than a year to make and are highly polished to get the wondrous finish that was shown off so well when they were recently displayed in the courtyard of Somerset House in central London, where the blue sky and surrounding architecture were reflected in them.

Quinn continues to explore the environment and our relationship with it, and is working on some paintings using bits of coral and sea debris. Although his work is so diverse, Quinn identifies a theme of fragility running through it. "You could say the earlier flower sculptures, which are sculptures of flowers painted with car paint, is a precursor to these ones."

Of course Quinn will always be famous for his more controversial works such as

BOAT LIFE

Right: Quinn gathers shells for his Broken Sublime sculptures. Below, a reflective stainless steel Frozen Wave



"I spend three months of the year looking out at the ocean. It is the blood of the planet"

Self, Siren (the 18kt gold statue of Kate Moss in a contorted yoga pose) and *Alison Lapper Pregnant*. And, indeed, it seems he will always be known as a YBA – Young British Artist – the name coined for a group of provocative artists including Damien Hirst and Tracey Emin, who were collected by Charles Saatchi and dominated the art scene in the 1990s. Quinn thinks the name has stuck because it's easy journalism, but adds that "it's good to be called young when you're 51! I'm forever young".

There hasn't been such an explosive artistic movement since. "It's because you have to have particular conditions for that to happen. There have been interesting artists but there hasn't been a movement like that, although there has in other countries. So it moves around. We've had Chinese art and Indian art. At the beginning of the last century it was Paris and then New York with abstract expressionism and pop, then Britain during YBA. You can't tell where the next place will be."

Quinn isn't someone who looks backwards. "I'm a positive person," he says. His favourite piece of work is always the next one. He may not be that young but he still has that youthful energy and enthusiasm about his work. "I'm riding the wave," he says.

marcquinn.com



Quinn's boots, above, used to kick *The Toxic Sublime* paintings (above, and before, top right) into shape. His Broken Sublime sea-shell sculptures, left, at Somerset House



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YACHT CLUB COSTA SMERALDA

One to collect
Simon de Burton

Famous Fife's latest adventure

Classic car devotees from around the world will descend on Paris in early February for the annual Rétromobile show. As usual, Rétromobile will host a major collector sale run by the French auction house Artcurial. This year's includes the 1903 yacht *Moonbeam of Fife III*, which was built for Charles Plumtree Johnson, a well-heeled London lawyer and member of the Royal Yacht Squadron and the Royal Thames Yacht Club. In common, I suspect, with many *BL* readers, I have long coveted this majestic 32 metre, which began life as a yawl but now carries a gaff cutter rig. Made from teak planking on an elm frame, she was the first of a series of fast yawls designed by Fife to conform to the Royal Ocean Racing Club measurements revised in 1900.

She has become a familiar sight at classic yacht events around the UK and the Mediterranean, and is now looking for a new owner. If you fancy being *Moonbeam of Fife III*'s next guardian, the Artcurial sale on 5 February could be your chance. She has a guide price of €500,000 to €1.5 million and, apparently, is up for sale "at no reserve". So she could be the bargain of the decade. artcurial.com

ILLUSTRATION: PING ZHU. PHOTOGRAPH: WIKIMEDIA COMMONS



Blancpain is on ocean watch

Simon de Burton loves this limited-edition, sea-saving timepiece

Buying a luxury watch is undeniably indulgent but there are occasions when at least some of your personal expenditure ends up benefiting a good cause. That's certainly the case with Blancpain's latest version of its celebrated Fifty Fathoms watch, which first surfaced in 1953 (several months before the better known Rolex Submariner) as a model solely for members of the French navy.

The original Fifty Fathoms measured 41mm in diameter – huge at the time – but a smaller, slimmer version called the Bathyscaphe (named after the submersible) became available in 1956 for daily use.

It's a Bathyscaphe model that Blancpain has chosen as the basis for this special Ocean Commitment edition, which will be limited to 250 examples, with €1,000 from the sale of each being donated to Blancpain Ocean Commitment, an organisation that supports major environmental efforts such as the National Geographic Pristine Seas expedition and Laurent Ballesta's Gombessa Project. In addition, buyers of the watch gain access to the Ocean Commitment Circle, which affords special invitations to scientific presentations and documentary film premieres.

Since 2012 Blancpain has also served as lead sponsor of the World Ocean Summit and, in June 2015, formalised a partnership with the Prince Albert II of Monaco Foundation. This backs projects around the world that focus on climate change,



renewable energy and marine resources. The brand claims to have helped ensure that 2.3 million km² of ocean are now under protection, and for the creation of the world's largest single marine reserve around the Pitcairn Islands.

The driving force behind the Ocean Commitment project is Blancpain's president and CEO, 43-year-old Marc A Hayek, who has been a keen and active diver

since childhood. Hayek specified that the Ocean Commitment Bathyscaphe Flyback should feature a unique, grey ceramic case, a deep blue dial and an engraved case back. Unlike most chronographs, it was also fitted with push-pieces that can be operated under water thanks to a special sealing system.

For anyone who loves the sea, it's difficult to think of a more appropriate, practical and beneficial watch to buy. Not only that, it's the first of a range of Ocean Commitment special editions that are set to be rolled out in the coming years. So now you can indulge without guilt.

blancpain-ocean-commitment.com





From left to right: IWC Aquatimer Chronograph Edition Galapagos Islands; Omega Seamaster Planet Ocean 600M GMT GoodPlanet; Oris Aquis Depth Gauge; Hublot King Power Oceanographic 4000; Luminox Deep Dive Special Scott Cassell 1525; Blancpain Fifty Fathoms Chronographe Flyback



WATCHES WITH DEPTH

These models are more than just pretty faces.

Buying one means a contribution to a good cause



Left to right, as previous spread



IWC Aquatimer Chronograph Edition Galapagos Islands

IWC donates an annual six-figure sum to the Charles Darwin Foundation to protect the delicate ecosystems of the Galápagos Islands. The brand also marked the 50th anniversary of the Charles Darwin Research Station with this Aquatimer chronograph featuring an engraving of an iguana on the case back. £8,250, iwc.com



Omega Seamaster Planet Ocean 600M GMT GoodPlanet

A percentage of the proceeds from every one of these special versions of the legendary Seamaster will be donated to the GoodPlanet Foundation, an environmental charity that is currently funding projects to preserve mangroves and sea grasses in Southeast Asia. £6,000, omegawatches.com



Oris Aquis Depth Gauge

Oris works in association with the Red Sea Environmental Centre to promote coral reef research, education and conservation in the Red Sea. The maker's Aquis Depth Gauge dive watch measures dive depth by allowing water to enter the sapphire crystal in order to activate a pressure-operated gauge. £2,100, oris.ch



Hublot King Power Oceanographic 4000

Hublot demonstrated its commitment to the protection of the seas by partnering with Monaco's Musée Océanographique for the launch of its remarkable "über" dive watch, which is water resistant to an unnecessary 4,000 metres – more than 200 metres deeper than the resting place of *Titanic*. £15,800, hublot.com



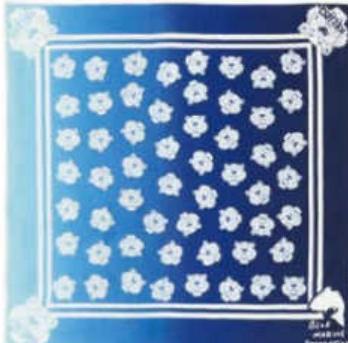
Luminox Deep Dive Special Scott Cassell I525

Former US Army combat diver Scott Cassell now works as a counter-terrorism operative and documentary maker. His Sea Wolves organisation uses special forces techniques to find criminal killers of endangered underwater species. Part of the proceeds from each Scott Cassell watch goes to the charity. £1,595, luminox.com



Blancpain Fifty Fathoms Chronograph Flyback

You can read about Blancpain's work to help protect the oceans on page 53. Its Fifty Fathoms model is a legend among dive watches, having been introduced in 1953 for the French navy before finding fame a few years later on the wrist of Jacques Cousteau in his award-winning film *The Silent World*. £11,900, blancpain.com



Tiger and tuna unite in stylish Kenzo contribution

How better to show your support for Blue Marine Foundation than with Kenzo's new limited-edition scarf? A partner of the charity since dedicating its autumn/winter 13 No Fish No Nothing collection to the cause, Kenzo has highlighted the plight of the oceans in a series of exclusive designs and events. The silk scarf combines the iconic Kenzo tiger with Blue Marine Foundation's tuna emblem and all profits from its sale go to the charity. Limited-edition Blue Marine Foundation Bandana, £85, kenzo.com



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Four fab examples of how to wear a polo neck



Roll model

In his Submariner polo neck, *Peter Howarth* feels all decked out and ready to face the ocean

Recently, a fashion editor friend of mine coined the slogan “knits not knots” to denote a trend for coupling knitwear with tailoring, and the thin polo neck is a great asset if you want to do this. It covers up the neck in the way a done-up shirt does, but without the collar-and-tie workwear overtones.

There is a rebellious subtext to the black polo that takes in beatniks, the young Bob Dylan and The Beatles, and that more modern non-conformist, the late Steve Jobs, who wore an Issey Miyake turtleneck almost as a uniform. But there is a parallel history of this knit that predates any Left Bank

associations. In fact, in some cases the garment was part of a very establishment uniform and it is to this tradition that the Submariner, by North Sea Clothing, belongs. The original submariner polo neck saw service in the Royal Navy in both world wars as War Office issue. As well as gracing North Atlantic convoys, RAF pilots liked it, too, as did motorcyclists post-1945 – for airmen and bikers alike it was a handy layer to wear under a flight or leather or waxed cotton jacket.

Made from 100 per cent British wool, the new Submariner features the drop shoulder and neck reinforcement of the Royal Navy sweater, while long ribbing on the cuffs and waist provides more warmth. You can choose from ecru (left), navy, dark grey and racing green, and when I wear mine I feel ready to take my place on deck, prepared for anything the ocean might throw at me.
northseaclothing.co.uk



JEWELLERY WITH PROVENANCE

As an ambassador for sustainable commodities foundation Solidaridad, jewellery designer Bibi van der Velden is passionate on the subject of eco-friendly design. “I went to Peru to make a documentary on gold mining because the

people there are really noticing the effects on their ecosystem,” she explains. “It destroys the rainforest and allows mercury to get into the rivers, which kills the fish so they can’t be eaten.” Her bold, dramatic designs are created from recycled or ethically sourced gold from South America. In fact, there

are few materials van der Velden can’t find a use for. “I love the idea that materials have been waiting for all these years to be used and I can give them longevity by turning them into something beautiful,” she says. And, when the results are this spectacular, it’s well worth the wait.
bibivandervelden.com

Among the eco pieces is a mammoth tusk used in the Octopus ring, €7,570, below



BEACH PLASTIC GETS A FANTASTIC MAKEOVER

On New Year’s Day 2013, translator Claire Wallerstein went for a walk at Whitsand Bay, one of south-east Cornwall’s most beautiful beaches,

when the horror of plastic pollution in the ocean was brought home to her. “It was like an apocalyptic scene. I had all my childhood memories of going down to the beach and playing with shells and now it was knee deep in plastic.” Wallerstein and her friends tried to clear it up on their own, which was “exhausting and overwhelming. So, as a one-off thing, I tried to get a big group of people to help clean up. It’s quite extraordinary how much passion there is in our community to protect our environment and I’m sure it’s the same in all communities”.

That was three years ago and the monthly beach-cleaning group, known as RPBC (Rame Peninsula Beach Care) is now 70 strong. Last year they collected 700 bin bags of plastic from this four-mile beach.

The UN estimates that marine plastic needlessly kills at least 1 million seabirds and 100,000 whales, dolphins, seals and turtles each year when they either eat or become entangled in it.

Rather than send this contaminated plastic to landfill, RPBC cleans it and stores it at a local farm, where it is made available to artists to create works that raise awareness of this issue. For example, local artist Liz Franklin teamed up with secondary school children to make *Trawler Trash*, a large mural, which now hangs in the University of Exeter’s Environment and Sustainability Institute in Penryn. Twelve of RPBC’s selected artists will be making the trophies for the winners of the Ocean Awards (page 73).





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BOAT
SUPERYACHT
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This month: a wind-power pioneer takes on the Pacific, the snake dance of Ra and watching wolves fish for salmon

I never leave home without...



This month

**Douglas Barrowman
Owner of *Turquoise* (55.4m)**

My book of choice right now is *The Jackdaw*, book four of the DI Sean Corrigan series. It's a great read.



I'm an avid watch collector, so have quite a few to choose from. The one I wear on board tends to be my Richard Mille RM 021. For the evening I like my Jaeger-LeCoultre Sphérotourbillon. My most famous timepiece is the George Daniels Space Traveller Watch.



The onboard soundtrack is dominated by Calvin Harris at the moment. I like to keep up with current music.

Everyone says this but my technology is basically an iPhone and iPad, although I also carry a BlackBerry (old habits die hard).



My suitcase is always full of gadgets and Loro Piana clothes. There are a few pairs of Vilebrequin shorts in there as well.

For sunglasses, I have about 10 pairs of Louis Vuitton shades. The exact model was discontinued a few years back, so I stocked up.

The thing I'm guaranteed to forget to take with me is a phone charger and international adapter, followed closely by my PADI diving card.

The first thing that happens on board? I'm greeted with a passion fruit martini (the house drink on *Turquoise*). Within 15 minutes, I'm usually in a T-shirt, swimming shorts and a baseball cap.

The water toys that get most use are my SeaBobs. The other absolute must-haves are good friends and family, at all times.



Owner of *Escapade*
LENGTH: 37.5m
YEAR: 2014
LOCATION: Tahiti

- **What's the best thing you've seen?**
Vanuatu had the most incredible things to offer, like Pentecost Island, where land diving was invented – now internationally known as bungee jumping. Our crew went up the fairly high and unstable tower but none jumped! Malekula, where supposedly the last cannibalism took place not so long ago, around 1970, is incredible. The remote Banks and Torres islands have a population of just 300, all living without electricity or doctors. The snake dance on the beautiful and so friendly islet of Ra and the huge and delicious coconut crabs are all incredible memories from the Banks and Torres
- **Any wildlife encounters?**
Swimming within a metre of 40 ton humpback whales in Tonga was certainly a most amazing and breathtaking experience
- **Any scares or dramas?**
No, just lots of fun, including a surprise birthday party for my wife with some

friends and about 20 Polynesian musicians and dancers on board

- **Where next?**
After re-embarking mid-April 2016, we will do the eastern Polynesian archipelagos of Tuamotus, Marquesas, Austral and Gambier. Then we will head towards South America via Pitcairn. We plan to disembark in Easter Island, fly to Santiago in Chile, from where we will drive right down to Punta Arenas in Patagonia (probably more than 2,000km!). Then we will re-embark to explore the Strait of Magellan prior to rounding Cape Horn. We'll be in Buenos Aires for Christmas and Punta del Este in Uruguay for New Year
- **Do you feel a million miles from everything?**
We did when we were in Tokelau and the northern part of the Cook Islands. All of these are absolutely lost islands with very small populations. Suwarrow atoll in the Cook Islands has just one park ranger and his wife living alone there for eight months during the season. They are very nice people with whom we had a barbecue on the beach

Sir Michael Hill
YACHT: VvS1
LENGTH: 34.2m
YEAR: 2007
LOCATION: Auckland

- **The yacht's going into the yard. Anything changing?**
It's nine years old but the boat has been kept in terrific nick. It's really just a survey requirement. We're going to open up the engines, prop shafts and all the unseen things. Hopefully we won't find anything untoward!
- **Have you changed her over the years?**
The boat is basically as we designed it. She's such a distinct style that we've had lots of offers to buy her. We're building her a chase boat – a 13 metre, called *Rough Diamond*. She'll be able to cruise at 30 knots through two-metre swells. We're going after big game fish like marlin
- **Where have you cruised VvS1?**
Lots of places now. We put it on a ship and took it up to Europe, so we've done most of the Med. We fell in love with Turkey – the people have such a lovely attitude. Now she's back home. The whole time we were in the Med, the only fish we caught was a reasonable mahi mahi off Turkey and a couple of yellowfin tuna. That was it! You'd catch that in a day in New Zealand
- **Where's your favourite destination?**
The top coast of New Zealand. It's so serene and simple, and if you get the weather right it's like nowhere else
- **Do you have a good selection of Kiwi wines on board?**
We've got some very nice wines from all over the world, but my favourite is New Zealand chardonnay and our pinot noirs. On the aft deck with a glass of wine – nothing better

<#y#>
Owner of *Silencio*
LENGTH: 50m
YEAR: 2001
LOCATION: Antigua



- Have you got any regattas planned?
Yes, we'll be participating in the next St Barths Bucket at the end of March
- Where else are you headed in the Caribbean?
We'll be cruising mostly around the Leeward Islands – St Barths, Anguilla, the BVI's, Antigua and Barbuda
- Have you got a favourite island?
Yes – Virgin Gorda!

• *Silencio's* for sale – why?
The yacht has been and still is the best experience I could ever wish for. She has opened my eyes to experience yachting from a different side. I've learnt how to sail and enjoy my time on the water at a slower pace. Now it's time for a new project – the dream boat

• Tell me more!
All I can say is that we're working on the new *Silencio 2* with Philippe Briand

• What will you miss most about the yacht?
The crew: they are such a big part of it. Every time my family and I come on board, the crew make sure our family time is unique

NORTH PACIFIC OCEAN

Colin Griffison
YACHT: *Pacific Yellowfin*
LENGTH: 34.75m
YEAR: 1943
LOCATION: British Columbia

- What can you see from deck?
Bears, coastal wolves, fin whales, humpbacks and killer whales. We're cruising the Great Bear Rainforest on the central coast of British Columbia
- What was your 2015 like?
Incredible! We had the best and warmest summer ever on our coast. We're now looking forward to summer 2016
- What was the highlight?
Sitting in our tender, low tide, at dawn, watching wolves take fish from the stream and eat just

the heads. Incredible.
• What are you drinking on board?
Caesars... west coast style: vodka, Clamato juice, lots of spices and celery sticks, and served in vases
• How's the boat running?
She's running superbly. All down to my 78-year-old engineer who is going to live until he is 110!
• Are you doing any work over the winter?
Yes. We're heading to the shipyard for a shave and a haircut. We'll pull our propeller shafts, rudder stock and thru-hulls. A bit of bottom paint, then back in the water



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On board with **BRIAN O'SULLIVAN**

He may have travelled the world at the helm of his 40 metre motor yacht, but it's wind power that's driven this Canadian boat lover. Stewart Campbell meets him



IF BRIAN O'SULLIVAN EVER SITS DOWN TO WRITE THE BOOK IN HIS HEAD, he's got the title: *Among Cannibals and Kings*. In truth, he never actually saw either on his trip from his native Canada, across the Pacific and Indian oceans and then into the Med, but it's a handy shorthand for what boats can offer you: an unrivalled breadth of experience. There was that time in the Marquesas, when he was touring a sacrificial altar and his business colleague Matt reached into a crack in a wall and brought out a human jaw bone. "The guide told us cannibalism had been outlawed 100 years ago, but that jaw looked pretty fresh!" he jokes. They cruised into a Tongan town the day after the king visited and saw the streets dressed to welcome royalty, and then children being taken to school on the back of flatbed trucks. On Fijian beaches, his two sons played rugby with local kids who had nothing, on islands with no roads, phones or electricity. He met yachtsmen in remote corners living day to day, and one who was forced to use a sewing machine as an anchor after selling his actual anchor to make ends meet. "It dragged, and the boat ended up on the rocks. Turns out sewing machines aren't good anchors." And in Ibiza, which must have felt like another planet, he watched curiously as one of the world's biggest superyachts motored into the harbour every evening and left the following morning with a fresh contingent of guests – all young and all female. "This happened every day for a month! I mean, it was [going from] subsistence living to 60 girls a day. Just the contrasts, they were so dramatic," he says, wide-eyed at the memory.

O'Sullivan is able to spend so much time on board because, at 64, he's a relatively free

Right: a young O'Sullivan, on left of picture, aboard a Vancouver ferry. Below: giving a TED Talk on building a wind farm. Far right: his 40 metre Komokwa in Montenegro



I'd had it in my head to go around the world since I was in my early 20s

man nowadays – just the 30 employees instead of 250. His business is the wind, specifically the harvesting of it. He didn't start out in the industry with a "save the planet" philosophy. In the early days, back in the 1980s, it was all business, but he admits over the years he's become something of an evangelist.

"You've got to walk the walk. I'm certainly a believer [in green energy] now. In the beginning I was just a believer in not being a lawyer. And maybe having an opportunity to do something in California where the sun was shining more often than in Vancouver. That sounded like a pretty good idea," he says.

The Sunshine State back then was governed by Jerry Brown, who is currently enjoying another belated term in office. In the early 1980s he had the nickname Governor Moonbeam, and it was subsidies and tax credits introduced by Brown that drew early wind entrepreneurs to the state, including a young O'Sullivan, then barely 30. "Around 87 per cent of your investment was covered by some form of rebate or credit or depreciation. So if you put up \$100, only \$12.50 came out of your pocket. As bad as that may sound, it actually spawned a multi-trillion-dollar industry."

The wind wasn't his first stab at making a living. He trained in law, but "I didn't like being a lawyer so quit and I started in real-estate development". But interest rates blew to 20 per cent, which killed that dream. Then one day

he got a call. "It was my uncle, asking if I was interested in investing in a wind farm project in California. Well, I had no money – I spent it all starting the real estate business – but I did have lots of friends who trusted my judgement. My choice was going back to be a lawyer, or to try something different."

O'Sullivan raised the required \$100,000 but by the time he got it together the window had closed – another investor had slipped in ahead of him. No matter, he would start his own wind company, with his friends' backing. The site of his first turbines was Tehachapi, about 100 miles north of LA, in between the San Joaquin Valley and the Mojave Desert, and one of the windiest places in the US. It was a genuine wind rush, a mania not seen since the 1850s when 300,000 "forty-niners" made the journey west to stake a claim.

Within a year O'Sullivan had sold that business and struck out on his own, eventually building his new wind company into one of the largest in the US, with operations all over the world, from India to Italy to Mexico. It was the sale of this business in 2012 that allowed him to buy his yacht, the 40 metre Horizon *Komokwa*. "I never thought I'd be able to get a boat as big as this," he says, "but it was just good timing because, at the same time wind was booming, the market for big boats was cratering." He found her in a shed in Turkey, basically brand new after her first owner pulled out. He bought

it off a creditor, at a very agreeable price, and got her shipped to Vancouver. The first thing to go were the Italian toilets, replaced by Headhunters, the air-con piping was changed and a bulbous bow was added at Delta's yard in Seattle, as well as new hull paint. In 2013 he and the boat were ready. "I'd had it in my head to go around the world since I was in my early 20s. But I had businesses to build and I was fairly ambitious and didn't want to be a bum on a boat, doing work wherever I could just to pay for fuel," he says.

His dad first got him into boats. "He couldn't afford to buy one, so built a 34-foot cabin cruiser when I was seven years old," O'Sullivan remembers. "He made a steamer out of a carpet tube and bent the stem himself. It had a GM diesel that he bought for \$100 from war surplus. When we were kids, in order to get dessert, he would have us sanding teak plugs."

It was launched when O'Sullivan was 10 and from then till 2015, every single family holiday has been spent on a boat, mainly exploring the beautiful British Columbia coastline. It was only when he was in his early 20s, though, that O'Sullivan truly learnt how to run a boat. By then his dad owned a 15 metre former fisheries vessel, complete with fireplace. "It was really fun. When I graduated I asked him if he would teach me how to run it and he said 'sure' and handed me the keys and told me to figure it out by myself. That's when I really started to love



the sea. I remember going up to Desolation Sound with prawns aplenty and lots of friends. And all the pressure, whether it was being a young lawyer or being a young windmill guy, just sort of evaporated in this environment. I think my whole life has been spent trying to recreate that dissipation of pressure."

You'd think someone so keen to de-stress would spend most of his time on board *Komokwa* on a sunpad, occasionally reaching for his beer, but instead O'Sullivan is in the wheelhouse, or on the flybridge, operating the yacht himself. Of the 25,000 miles the boat has done since he took ownership, only 2,000 were completed without him at the helm. He was initially refused insurance because of his insistence on being an owner-operator, but three weeks of skipper school and an aced exam in Fort Lauderdale convinced Lloyd's he was a safe bet.

He began his big trip west by going south, as *Komokwa* made passage from Vancouver to LA, San Diego and on to Cabo San Lucas and La Paz on the Baja Peninsula. "We wanted to swim with whale sharks," O'Sullivan explains. Then it was on to Puerto Vallarta further south in Mexico, before a straight shot across to the Marquesas – 15 days at sea. A month in Tonga and a month in Fiji followed, as well as visits to some of the other island paradises that pepper the Pacific, including Bora Bora, Moorea and Papeete. He put into Sydney in Australia to get some work done, but encounters with aggressive customs officials ("they quarantined the boat for two days! They even went through the crew's underwear, piece by piece") and a quote for AUD\$8,000 to wash down the boat saw him quickly crossing the Tasman to New Zealand. "We cruised all of the North Island. It's really beautiful. I wish I could have spent more time there," he says.

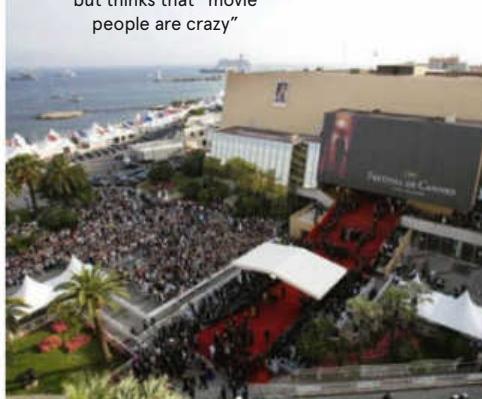
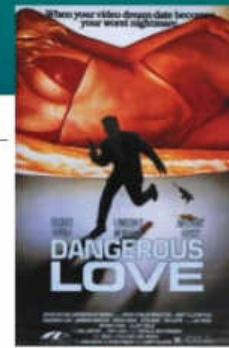
The spectre of Somalian piracy and a destabilised Yemen convinced him to load *Komokwa* on to a Dockwise transport bound



MOVIE MOGUL?

A brief encounter

O'Sullivan dabbled in films, producing the 1988 "turkey" *Dangerous Love*. He then chose not to invest in another film – *Dumb and Dumber* – that did rather better. He loved Cannes, but thinks that "movie people are crazy"



QUICK FIRE

Brian
O'Sullivan

SPEED OR STYLE
Style

IDEA OF LUXURY?
Simplicity

FIRST THING YOU PACK?
An Oh Henry! chocolate bar

FAVOURITE BEACH?
Whitehaven in the Whitsundays, Australia

HOW MANY WATCHES?
Two... three, no - six!

CHAUFFEUR OR CHEF?
Chef

FIRST BOATING MEMORY
The launch of my father's home-built boat in 1961. I threw up. It was the last time I ever got seasick

FAVOURITE CAR?
Ford Explorer. I just sold a Bentley. I'm done with luxury cars



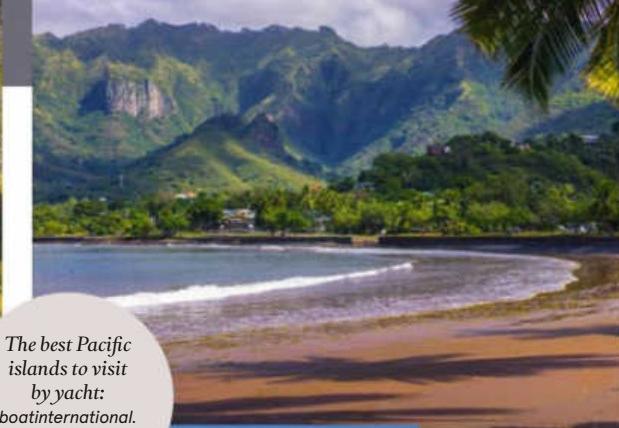
Top right: New Zealand's North Island made a big impression on O'Sullivan, who built one of the largest wind energy companies in the US. Top left: a Baja whale shark



The thing I love about boats is being able to get away from people. I absolutely demand my privacy

for Palma, Mallorca, a base from which he criss-crossed the Med, covering Italy, the Adriatic and the Côte d'Azur. "A friend of mine is a movie producer so I lent him the boat for the Cannes Film Festival. He had a party on board and I got tickets to the black tie, red carpet events. Movie people are crazy," he says.

Perhaps not as crazy as the crew that came and went throughout the trip. Crew are a necessary evil for O'Sullivan – if he could run the boat entirely on his own, he would. "I don't know what it is about crew, but they're all nuts. The biggest source of conflict on a boat is crew. And if I could get a boat with a much larger crew area, but that would still only house five crew, I would be interested."



The best Pacific islands to visit by yacht:
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O'Sullivan's world tour took in the Marquesas, above and far left, Fiji, left, with his sons Berkley and Brendan, and Tonga, below. Top, alongside in Montenegro



Australian officialdom wasn't O'Sullivan's only drama down under. It turned out a stewardess, who was on board with her deckhand boyfriend, was having an affair with the engineer. The engineer in turn was sleeping with the chef. "So I ended up losing all of them," he says, shaking his head. But this is pretty tame compared to O'Sullivan's best crew story: "We had a cocktail party on board the first summer I had the boat. Later that night one of my guests got up to get some water and heard a thumping sound coming from the walk-in fridge. I open the door and the chef, a guy and the first one I had on board, is in there going at it with a guest from another boat!"

He says he prefers the European way of running a boat – a more upstairs, downstairs relationship – to the North American "we're all one happy family" approach. "You don't be mean but you set the boundaries. I didn't come

from money. When my father died he left me \$764. That was it. So I'm not used to having staff around me all the time. The thing I love about boats is being able to get away from people. The top deck of *Komokwa* is essentially an owner's deck and I don't want to see crew there. I absolutely demand my privacy."

Despite all this, he still considers the cruise one of the greatest experiences of his life. And why not? He knows how lucky he is to be doing what he's doing. "How many guys can live a life cooler than I do right now, which is zipping around on my boat? And I get to see my two sons a lot, and I meet great people."

He's thankful, too, for the wind industry, which has given him all this. He's still involved and is developing sites in Mexico with a new company. It's boom-time down there, he says. "I challenge anyone to get a hotel room tonight in Mexico City." He did try other things, even movie producing, working on a film called *Dangerous Love*, released in 1988. "It was a turkey! But I had fun doing it and I managed to not lose any money." That experience meant he passed up the opportunity to invest in another production, which turned out to be *Dumb and Dumber* (box office gross:

\$127 million). "Perhaps I could have stayed on for one more movie!" He also built some apartment buildings in LA and chose not to invest in Cirque du Soleil. "I thought: Who the hell would pay good money to go see a circus?"

He can laugh about it today because he's living the life he always wanted. "I say to my sons: 'Find a job you love and you'll never have to work again.' For me, that was wind power. When I look back on everything, I'm very fortunate to have been where I was at the time, to have had the opportunities and experiences I've had. You guys even got me a free pass to the Fort Lauderdale Boat Show. It's the first one I've ever got!" ■



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INTRODUCTION

▼

Without the complex marine biodiversity provided by our oceans, you wouldn't be here – and neither would your yacht.

Seventy-one per cent of the earth's surface is covered by the ocean, which produces more than half the oxygen we breathe, absorbs half the carbon dioxide we produce, regulates climate,

supplies ecosystems and employs about 140 million people, including those in fishing, aquaculture, tourism and, yes, the

yachting industry. The sea also provides humankind with incalculable pleasure, whether swimming in it, looking at it or being on it. Yet the oceans are now under serious threat from

irresponsible human activity, such as overfishing, coastal pollution and climate change. Luckily, this crisis presents the largest solvable environmental problem on the planet, and with decisive action studies show that it is reversible within 20 years.

There is no time to lose. Here, *Boat International* and Blue Marine Foundation reveal the winners of our inaugural annual Ocean Awards, which celebrate the inspiring individuals who have made the greatest strides in our ongoing struggle to solve the problems facing the oceans today.

Interviews – Claire Wrathall



Chris Bean was photographed by HARRY CORY WRIGHT in Cornwall



Winner – UK supplier of the year*

KERNOWSASHIMI

Represented by its founder, Chris Bean

For – its commitment to sustainable fishing methods and fish masterclasses

Cornish fisherman Chris Bean was 11 when he built his first boat and decided to go to sea. The son of a cabinetmaker (who helped him draw up the plans), he used to sail it up the Helford River, catching bass and bream. He soon realised there was money to be made from selling his catch to a local fishmonger – “more than from picking potatoes or turnips on a local farm,” he says – and throughout his adolescence this was how he earned his pocket money.

He then made a career out of it and, more than 40 years on, he is not only still fishing but runs Kernowsashimi, a family business that supplies quality, sustainable fish: familiar species such as haddock, mackerel, whiting, red mullet and crab along with less familiar kinds such as lesser-spotted dogfish, wrasse and gurnard (of the four types, he says, “streaked, which are wider on the shoulders and have soft fins, are the most delicious”), dab and pouting. “You can find a market for anything,” he says. “It’s all protein. And everything has a value.”

The idea came from his Japanese daughter-in-law, Mutsuko. “She was the prime mover,” he says, and Mutsuko remains integral to the business, as do his son and daughter.

“She said people would pay extra money for fish of the quality we were catching if we sold it into a niche market. My mother said to me if you take fish from the sea and put it on your plate, then you eat it; you don’t waste it. It’s silly to throw things back that might have a market value. So whatever we catch now, we use. We don’t put anything back except for protected species, which we’re legally bound to throw back. About 70 or 80 per cent of the fish comes aboard the boat live so it survives.” He also takes care to use “static gear so we’re not disrupting the substrate or environment”, and large meshes, so they catch only mature fish that have had time to breed.

Among the restaurants Kernowsashimi supplies are several in London, notably the two Michelin-star Japanese restaurant Umu in Mayfair, Moshi Moshi, and Riverford at the Duke of Cambridge, in Islington, Britain’s first and only organic pub.

Bean has teamed up with the Riverford Field Kitchen and, from January 2015, has been holding a fish masterclass every Friday, to teach people how to cook the fish he caught that day – particularly the less popular species – and to educate them in the ways of sustainable fishing.

Highly commended – Catchbox

For – its work, as a not-for-profit co-operative or “community supported fishery” run by unpaid volunteers, with small fishermen who use responsible methods to supply individual consumers on England’s South Coast with weekly boxes of fresh, local, responsibly sourced fish. “This is a scheme that cuts out the middle man and puts you, the fish eater, directly in touch with the fishermen in your local harbour,” says Hugh Fearnley-Whittingstall

Highly commended – Direct Seafoods

For – sourcing fresh fish responsibly and promoting the most sustainable products available. This wholesale seafood and fish supplier also provides comprehensive information on its website relating to the sustainability of fish species

* Criteria – the UK seafood supplier that has shown the most consistent, well-communicated and far-reaching commitment to sustainable sourcing

THE OCEANS 10 meet the esteemed judges who decided the winners of the inaugural Ocean Awards

JUDGE #1 CHARLES CLOVER, EXECUTIVE CHAIRMAN

In 2004, Clover’s book *The End of the Line* was published. Then the environment editor of The Daily Telegraph, now a columnist for The Sunday Times, he was inspired to write it, he says, by many things, not least a paper by the freshwater fisheries expert Dr David Solomon on dwindling fish stocks in the River Wye. Dr Solomon, says Clover, “reckoned it had been overfished by recreational fishermen. I thought: ‘Well, if you can overfish a river with a fly or a prawn on a hook, then what is happening to the sea?’ So I began to look into it and found more and more cause for alarm.”

The success of his book prompted a film of the same name. Latterly dubbed “An Inconvenient Truth for the oceans” by The Economist and winner in 2011 of the inaugural Puma Creative Impact Award for its success in changing consumer and business behaviour, the film had one of its first screenings at the 2009 Sundance Festival in Utah, the best regarded showcase for independent productions. It was there that Clover discussed his next step with (fellow judges of the Ocean Awards) George Duffield and Chris Gorell Barnes, producer and executive producer respectively of the film. “We sat down and said: ‘What are we going to do now?’ And they said: ‘We’re going to save the sea.’”

The result was Blue Marine Foundation, a charity that funds private-sector solutions for the sea and a global network of marine reserves, of which Clover is executive chairman and with which Boat International has created the Ocean Awards. “Awards give recognition to people who’ve done great things,” he says.

“And they attract more people to do great things, so they’re a very good thing.”



Winner – Projects*

THE SCOTTISH WHITE FISH PRODUCERS ASSOCIATION

Represented by Mike Park, chief executive

For – its work to save North Sea cod, the results of which have been reflected in the improved ICES (International Council for the Exploration of the Sea) stock assessment in 2015

“I was at Rockall Bank as a 10 year old with the old line boats,” remembers Mike Park, whose career began as a fisherman but is now chief executive of the Scottish White Fish Producers Association (SWFPA), which represents 170 individual vessels and 1,400 fishers with a collective turnover approaching €200 million. “How my father allowed it, I’m not sure, but I used to go out on boats at weekends and all through the summer holidays. After I left school I became a fisherman, and by 21 I had my first 25 metre trawler and a crew of eight. I was the youngest by 14 years and was expected to deliver by putting money in their pockets.”

But fishers know that their livelihood depends on there being fish in the sea. “Remember, ours is a brutal industry,” he continues. “You’re self-employed and you can only make money by being smarter, more ruthless and harder working than the next guy. Our industry is full of alpha males. It’s Darwinian. It’s survival of the fittest. Fishermen don’t necessarily want to be rich but they want to be richer than the guy next to them.”

Park therefore takes a pragmatic view of ocean conservation. “The Greens talk about a good environment being built on green credentials. I’ll deliver you the same built on business principles because the two come to the same point.”

Since 2010, the SWFPA has been remotely monitoring the discarding of cod by means of an onboard electronic system installed on fishing boats. The catch-quota scheme is still under trial and has fed into the recent reform of the EU’s Common Fisheries Policy, but fishers’ willingness to sign up to catch quotas indicates that they are open to pursuing new ways of operating. “If you can remove financial pressures, you remove archaic behaviour. That’s the essence of it,” says Park.

The SWFPA has also introduced a series of annual, seasonal closures to protect spawning aggregations at various times of the year and has worked to improve nets, promoting the use of those that reduce the capture of cod by 60 per cent. That the Marine Conservation Society removed cod from its list of “fish to avoid” last October is in part thanks to this.

Highly commended – Dr Jon Copley
Associate professor of marine ecology at the University of Southampton

For – launching Exploring Our Oceans, a free six-week interactive online introduction to marine science, the only one of its kind, that has already been taken up by more than 10,000 students from all over the world

Highly commended – Boyan Slat
CEO of The Ocean Cleanup

For – his design of a system involving floating barriers to capture plastic debris that has now raised almost \$2.2 million towards funding the pilot phase. He hopes the first 2,000 metre system of barriers will be deployed in the Pacific in 2016

* Criteria – the ocean project that has achieved the most in the past year

JUDGE #2 PRINCESS ZAHRA AGA KHAN

“As a family we have always spent a lot of time on or near the sea, and it has always been the great love of my life,” says Princess Zahra. “I believe that it’s too late to reverse the molecular-level pollution in all the seas and oceans of our planet, but we can do a great deal to improve human behaviour, to reduce pollution and overfishing, and therefore to improve the habitat of ocean flora and fauna around the world.” Hence her commitment to “raising awareness about these crucial issues”.

Educated at Harvard and based in Geneva, where she was born, she works for her father, His Highness the Aga Khan, managing the health and education services of the Aga Khan Development Network, which oversees not-for-profit health and education programmes and institutions in 12 countries. But she spends what leisure time she has by, on, or better yet in the sea (she is president of the Yacht Club Costa Smeralda in Sardinia). “I started diving aged 15 and became a divemaster in 1991,” she says. “I have witnessed first-hand the degradation of the ocean environment around the world, with ever increasing visible and invisible pollution, dwindling fish populations, climate-affected reefs and man-made population swings.”



Mike Park was photographed by HARRY CORY WRIGHT in Fraserburgh, Aberdeenshire



John D Podesta was photographed by ALESSANDRO D'ANDREA in Washington



Winner - Policy*

JOHN D PODESTA

Former counsellor to US President, Barack Obama

For – his part in leading the US National Ocean Policy, which included the campaign to expand the Pacific Remote Islands Marine National Monument

White House Chief of Staff to Bill Clinton during his presidency and Counsellor to the President under Barack Obama until February 2015, John D Podesta is now chairman of Hillary Clinton's presidential campaign.

The author of several books, among them *The Power of Progress: How America's Progressives Can (Once Again) Save Our Economy, Our Climate and Our Country*, he was also instrumental in encouraging President Obama to expand the Pacific Remote Islands National Marine Monument to form one of the largest marine protection areas in the world, ensuring it becomes off-limits to commercial fishing and other resource extraction activities, such as deep-water mining.

Other actions listed under the National Ocean Policy plan

include the formation and implementation of more Marine Protected Areas, combating black-market fishing, regional marine planning, understanding the impacts of ocean acidification, building resilience in coastal communities and bolstering domestic shellfish aquaculture, all of which should contribute substantially to healthier oceans in which marine species and habitats can thrive.

A long-standing champion of responsible stewardship of the seas, he is also a former member of the Joint Ocean Commission Initiative, formed after the release of two high-profile reports on US ocean policy in 2003 and 2004, and the Global Ocean Commission, which he has described as “one of the most dynamic initiatives developing common-sense ways to manage fully 45 per cent of the globe that remains common property, outside any national jurisdiction”.

Highly commended – David Cameron

MP for Witney, West Oxfordshire, and Prime Minister of the United Kingdom since 2010

For – the clause in his party's manifesto, published before the 2015 general election, that included a promise to protect precious marine habitats by creating a Blue Belt of marine reserves around all 14 of the UK's Overseas Territories and completing the network of Marine Conservation Zones that surround the British coastline

Highly commended – Richard Lochhead

Cabinet Secretary for Rural Affairs, Food and the Environment in the Scottish Government

For – putting before the Scottish Parliament a Marine Conservation Order for measures that would ban the highly destructive practice of scallop dredging off the coast of Wester Ross, within the South Arran MPA

* Criteria – the political or corporate policy that has made the most valuable contribution to solving the oceans crisis

JUDGE #3 HUGH FEARNLEY-WHITTINGSTALL

The writer and broadcaster is best known for his uncompromising commitment to seasonal, ethically produced food. He has won a huge following through his River Cottage TV series, books and hard-hitting campaigns. Fearnley-Whittingstall's TV work includes the hugely influential, BAFTA-winning Hugh's Fish Fight, which focused on unsustainable fishing practices such as discarding. "Even I was shocked by the discards situation," he says. "For example, over half the fish caught in the North Sea was being thrown back overboard – dead." Hugh's Fish Fight helped bring about changes in law at the European level, with MEPs voting to end discarding.

In 2015 Fearnley-Whittingstall co-presented Big Blue Live and Big Blue UK on BBC One, celebrating and exploring some of the world's most breathtaking marine life. "Marine conservation and the management of our fish stocks have become increasingly central to my work," he says. "We have this fantastic resource on our doorsteps, at once powerful and fragile, and it's vital that we understand and protect it."

Winner – Personality*

PHARRELL WILLIAMS

American singer, songwriter, record producer and fashion designer

For – his role as creative director of Bionic Yarn, which uses fibres recycled from plastics washed up on shorelines

Best known for the perfectly crafted, incredibly catchy and hugely commercial songs *Happy*, *Get Lucky* (with Daft Punk) and, more controversially, *Blurred Lines* (written and produced for Robin Thicke), all of which have sold several million apiece, the musician is also creative director of Bionic Yarn.

The company, founded in 2009 by Tyson Toussant and Tim Coombs in New York, produces what it calls “the world’s first high-performance eco yarn”. Using fibres spun from plastic discarded in oceans or collected from shorelines, it creates “fabrics that are as strong as they are soft” by combining them with cotton. Its first collection used 10 tonnes of recycled PET

plastic bottles – 700,000 bottles that might otherwise still be at sea, endangering wildlife and marine habitats – to produce jeans and other casual apparel in a collaboration with Dutch fashion brand G-Star RAW. The autumn/winter collection bore the strapline: “Turning the tide on ocean pollution.”

Williams’ involvement with Bionic Yarn has enabled the company to partner with several higher-profile brands to spread the message, and it is now in partnership with Timberland, with which it has launched a line of boots made entirely from plastics recovered from the sea, as well as Gap and Cole Haan. “We have a connection with the ocean,” says Williams. “It yields so much life. We owe it.”

**Highly commended – Helena Bonham Carter
British actress and activist**

For – stripping off and being photographed naked, hugging a 27kg bigeye tuna, especially when you are, as Bonham Carter puts it, “actually very phobic about fish”. The photograph was picked up by the world’s media and went viral. In short, it achieved exactly what Blue Marine Foundation, which organised the shoot to raise awareness for its campaign to create more marine reserves in the UK Overseas Territories, set out to do

**Highly commended – Leonardo DiCaprio
American actor**

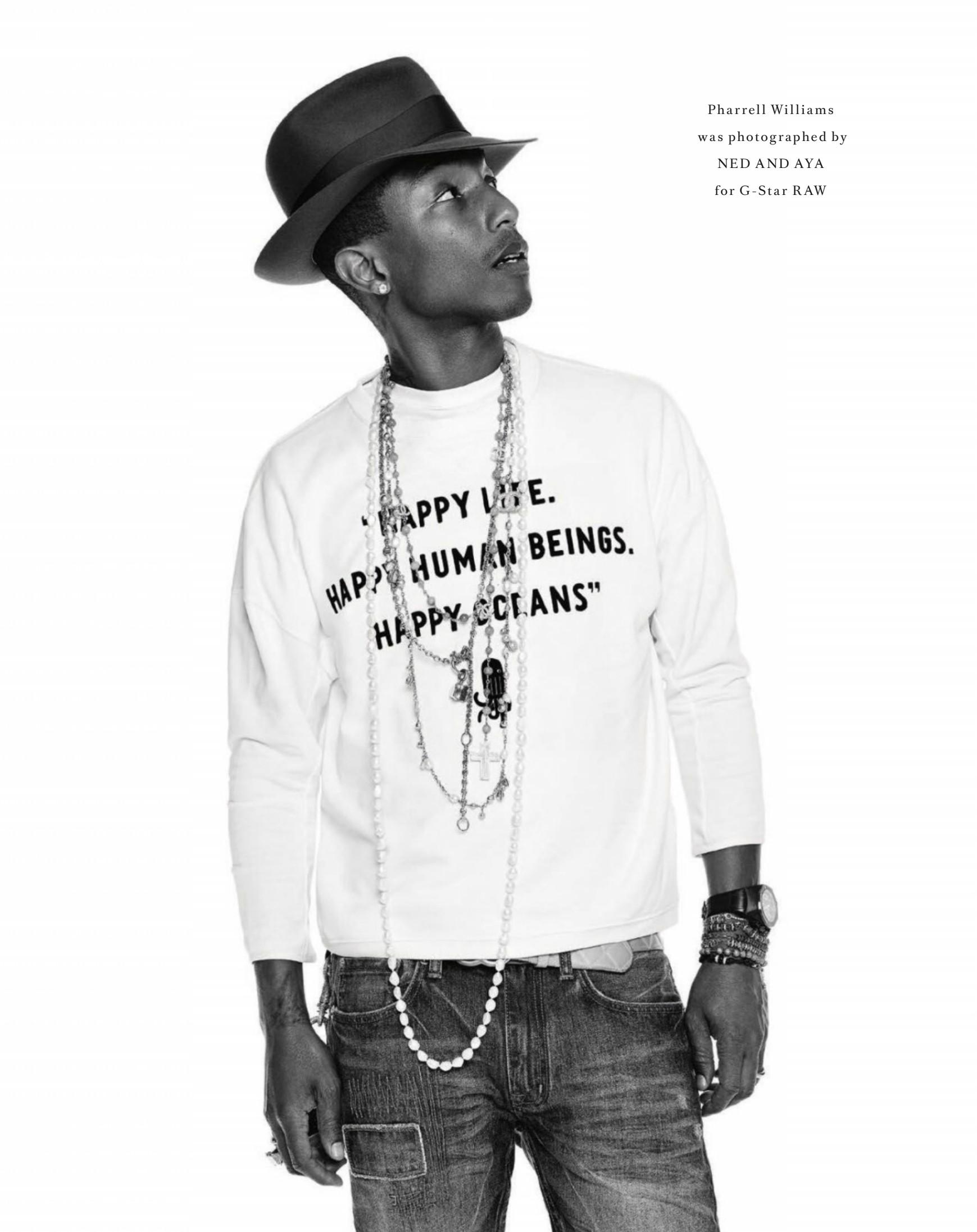
*For – belying his screen personae of the doomed steerage passenger in *Titanic* to Jordan Belfort (whose 1961 superyacht Nadine, originally built for Coco Chanel, sank off Sardinia in 1996) in *The Wolf of Wall Street*, both of whom didn’t have much luck on the water. But the stellar actor and producer is a committed environmentalist and philanthropist. He has pledged to donate \$7 million to ocean conservation projects, urging leaders worldwide to “make ocean viability a priority [...] to ensure the health of the oceans that are so vital to people’s lives all around the world”. And last summer the Leonardo DiCaprio Foundation raised \$40 million through a gala evening for the preservation of the ocean and environment*

***Criteria – the person in the public eye who has done most to promote awareness of the oceans crisis**

JUDGE #4 SIR CHARLES DUNSTONE

As a child growing up in Essex, Sir Charles used to go on holiday to the Norfolk coast. “When the tide was out, you went to the beach,” he remembers. “And when the tide was in, you went sailing.” Perhaps it was inevitable then that, having set up Carphone Warehouse with £6,000 of his savings in 1989, floating it on the London Stock Exchange in 2000, at £1.7 billion, he would indulge his passion for the water with a succession of boats. Some have been for racing, notably 23 metre Enigma, which won the Rolex Fastnet Race in 2003, and others for cruising. Now chairman of Carphone Warehouse and TalkTalk, Sir Charles has recently restored the 65 metre 1938 classic motor yacht Shemara.

An active ambassador for Blue Marine Foundation, Sir Charles is also chairman of Royal Museums Greenwich (which includes the National Maritime Museum) and Ben Ainslie Racing. He was knighted in 2012 for services to the telecommunications industry and charity.



Pharrell Williams
was photographed by
NED AND AYA
for G-Star RAW

"HAPPY LIFE.
HAPPY HUMAN BEINGS.
HAPPY OCEANS"



Emily Penn was photographed by
HARRY CORY WRIGHT
in Cornwall

Winner – FitzRoy Award*

EMILY PENN

Oceans advocate, skipper and artist

For – her expeditions in 2014 and 2015 investigating the amount of plastic in the oceans

The youngest and only female recipient of the RYA Yachtmaster of the Year, awarded by HRH the Princess Royal, Emily Penn describes herself as being “dedicated to studying environmental challenges in the most remote parts of our planet”.

As an undergraduate studying architecture at Cambridge University she undertook an “amazing journey” across Russia, Mongolia and China to get to Shanghai to write her dissertation on “the environment and sustainability in architecture and eco cities”. The next year she travelled to Australia, “hitching rides on boats”, crossing the Atlantic, the Caribbean and Pacific, which opened her eyes to the plight of the world’s oceans. “I was seeing the collapse of fisheries, sea level rise, and just could not believe what I was seeing. And not really anything was being done about it.”

She is now director of Pangaea Exploration, an organisation with a two-part mission: to strengthen the health of marine life through exploration, conservation and education; and to inspire and develop a new generation of leaders in conservation science, communication, education, art and policy leadership. Among its main concerns are acidification, toxins in the ocean, pollution by plastics and the amount of floating debris in the world’s oceans. “Plastic is entering the ocean at prodigious

rates, carrying with it all the threats of both physical and chemical pollution. The debris – toothbrushes, straws, toys, bags and unrefined pre-production material called nurdles – is accumulating all over the world’s beaches and in great concentrations at sea in areas called gyres formed by the great oceanic currents. The Sargasso Sea in the North Atlantic is probably the best known of these for its ability to trap ships.

“The team is now on a mission to bring to light the much larger issue across the world’s oceans. We search out areas with higher than normal loads of garbage, as well as trawling a fine mesh net and analysing the plastic content of the trawl. The floating plastic project also includes counting debris on beaches, cataloguing the types of plastics and extrapolating the distance it must have travelled. With this we can estimate the amount of plastics covering the surface of our beaches.”

Among the recent expeditions she skippered are two dubbed “eXXpeditions”. In 2014, she took a 14-woman crew across the North Atlantic, from Lanzarote to Martinique, on a 22 metre sailing boat, *Sea Dragon*, “specifically designed for science”, as part of Jimmy Cornell’s Atlantic Odyssey. Last year they sailed the South Atlantic. “A team of 14 women,” she says, “scientists, activists, designers... but most importantly mothers, sisters, daughters, friends; women who hope for a healthier future.”

Highly commended - Lewis Pugh

Endurance swimmer, maritime lawyer, environmental campaigner and UN Environment Programme Patron of the Oceans

For – the completion, in February 2015, of five swims in the Antarctic, where the water temperature was -1C and the air temperature -37C. He uses the publicity he attracts to draw attention to the declining health of the world’s oceans and to encourage nations to create Marine Protection Areas

Highly commended - James Delgado

Marine archaeologist and director of maritime heritage for the National Oceanic and Atmospheric Administration

For – helping create Marine Protected Areas around shipwrecks such as Titanic, Mary Celeste and, most recently, for persuading the NOAA to increase the size of the Gulf of the Farallones National Marine Sanctuary by more than 250 per cent, and the Cordell Bank National Marine Sanctuary by a similar proportion

**Criteria – named after the captain of the Beagle, on which Darwin made his famous voyage of discovery to the Galápagos. This award is for the adventurer or explorer who achieved the most to further ocean conservation in the past 12 months*

JUDGE #5 GEORGE DUFFIELD

*“I’d been making a film for the BBC, where we’d seen whales and sharks and orcas and all these incredible marine animals, and I’d just completely fallen in love with the sea, when the director Rupert Murray gave me a copy of Charles’s book, *The End of the Line*, about the impact of overfishing. I knew that I had to make the film,” says the award-winning wildlife photographer and environmentalist, founder and chairman of the London-based production company Cosmic Picture.*

The resulting film is Duffield’s proudest achievement to date and one that left a legacy – he went on to co-found Blue Marine Foundation. “By really focusing on marine reserves, which are, I think, self-evidently the solution to declining fish stocks, we are making a difference,” he says. “Clearly you need more areas that are safe for fish.”

It’s not rocket science. This is the world’s largest solvable problem; the biggest thing we can fix without really changing society.”

Winner – Technology*

SATELLITE APPLICATIONS CATAPULT

Represented by Stuart Martin, chief executive

For – the creation of its technology system Project Eyes on the Seas

“We were looking for areas where space technology could really provide some advantage and it quickly became apparent that the maritime sector was one area where it would have a huge advantage and could be doing much more than it currently is.” So says Stuart Martin, a former vice-chair of UK Space and a council member of Eurospace and now CEO of Satellite Applications Catapult, the UK innovation and technology company created in 2013 to foster growth across the economy through the exploitation of space.

Research into which areas might benefit led to a workshop with Pew Charitable Trusts, a Philadelphia-based NGO that has campaigned to end illegal fishing. “So we started thinking how satellites could shine a light on that activity,” says Martin. The result is, in the words of one of the Ocean Awards judges, Professor Callum Roberts, “a game-changer in ocean conservation”: a pioneering technology named Eyes on the Seas that can detect illegal fishing via satellites.

As Professor Roberts explains: “One of the arguments continually laid at the foot of those campaigning for greater

ocean protection is: how can you stop people from fishing in huge and remote areas? And the truth is that until now it was difficult. But with satellite surveillance and monitoring, there is no place for these boats to hide. We can watch them. We can see what they’re doing. We can identify potentially illegal behaviour patterns. We can see when they go into supposedly protected waters; when they move around in a way that suggests they are fishing. And when something signals suspicious behaviour, you can focus in on that vessel, follow it around, and when it next comes into port, you can nail it.” It is also, he points out, a much less expensive and more efficient way of patrolling the ocean than using boats.

As Martin adds: “It supports nation states, it supports enforcement agencies, fishing vessels that are trying to behave legally and the supermarkets and supply-chain companies so that they can have better assurance on where the produce they are buying comes from. We’re at the stage where we are doing live trials and will be moving to operation next year.” Industrial-scale pirate fishers won’t know they are under surveillance, but they will be.

Highly commended – Schmidt Ocean Institute

For – its project in the remote Timor Sea, where some of the healthiest coral reefs in the world continue to thrive. By combining the use of a high-performance supercomputer, the first of its kind on a research vessel, with remote-sensing technologies, it was able to examine how fine-scale oceanographic processes drive the connectivity and productivity of these reefs, so enabling a greater understanding of the ecological processes that shape coral reef communities and identifying the habitats most likely to be sensitive to disturbances such as bleaching

Highly commended – Smartfin

For – enabling surfers to collect data to understand better the effects of climate change on coastal systems. Founded by Dr Andrew Stern, a retired neurologist, Smartfin is a surfboard fin with sensors that measures multiple ocean parameters including salinity, pH, temperature, location and wave characteristics

**Criteria – the new technology or application thereof that has made the biggest contribution to ocean conservation in the past year*

JUDGE #6 BEN GOLDSMITH

Last summer Goldsmith, founding partner of WHEB, a specialist investor in companies focused on energy efficiency, clean technology and sustainable development, which he established in 2002, launched a new fund, Menhaden Capital, to invest in green businesses. He named this new venture after a type of fish. Brevoortia tyrannus, or menhaden, is a member of the herring family that swims in large schools stratified by size and age and feeds on plankton by filtering water through its gills, so cleaning the ocean as it eats. They are not overfished but they are a valuable source of food for other fish and birds such as ospreys and eagles. A dolphin can reportedly get through 20 pounds of menhaden a day. So clearly ocean conservation is a subject close to Goldsmith’s heart. He is also chair of the Environmental Funders’ Network and the Conservative Environment Network.



Stuart Martin was photographed
by CHRISTOFFER RUDQUIST
at Catapult in Oxford

A full-body photograph of a pregnant woman standing on a rocky outcrop overlooking the ocean. She is wearing a black, form-fitting, sleeveless gown. Her dark hair is loose and flowing. She is looking towards the camera with a joyful expression, her arms raised high above her head in a wide stretch. The background features the vast, blue ocean with white-capped waves crashing against the rocks.

A pregnant Dr Andrea Marshall
was photographed by
DONJA PITSCH at Hermanus
Beach, South Africa

Winner – Science*

DR ANDREA MARSHALL & GUY STEVENS

Marine biologists

For – research that led to the listing of reef mantas on the Convention of Migratory Species and the Convention on International Trade in Endangered Species

Of the 5,600 or so species of animal protected by the Convention on International Trade in Endangered Species of Wild Fauna and Flora, known more commonly as CITES, only just over 100 are fish. Two are species of manta ray: *Manta birostris*, which can grow to be eight metres wide; and the smaller reef manta ray, *Manta alfredi*. Their protection is, in most part, thanks to petitioning by the US-based Marine Megafauna Foundation, founded by the marine biologist Dr Andrea Marshall, and the Manta Trust, founded by the British-born marine biologist Guy Stevens.

Marshall's research team has worked for years to highlight the vulnerability of these animals: their low reproductive rates, small population sizes and quick population collapses. Establishing the first global online database, called Manta Matcher, enabled scuba divers around the world to report encounters with mantas and post identification photographs, which allowed researchers to track their movements and lifespans.

Combining this "citizen science" collected data with information from advanced satellite tags, researchers were able to show how far and often these rays migrate into unprotected waters – further evidence of their grave situation. This information was used in recent years to list both species of manta on the appendices of the Convention of Migratory Species, but it was a listing on CITES that was the critical step needed to end the unregulated trade in these species to China.

"As conservation biologists, all we can hope for is that

our research has a tangible impact on conservation," Marshall says. "The CITES listing was the culmination of a decade of hard work to gain more protection for these incredible species. It was the single most important conservation win for manta rays in history and we are overjoyed by the achievement."

"It was a wonderful win to put manta rays on the CITES list," says Professor Callum Roberts, one of the judges of this year's Ocean Awards. "They made the case cogently and very convincingly that exploitation of manta rays was not sustainable and would endanger them with extinction."

"There were two areas that needed to be tackled," Marshall explains. "My team did the research and field work behind the ecology, the migrations, the biological detail and the threat that mantas face as a species, while Guy's team really focused on the Asian trade, what it was worth, the fisheries side of things."

Stevens adds: "Manta gill plates are used in Chinese medicine and the trade in that is causing these animals to decline in certain areas. By having them listed on CITES, we can regulate that trade and hopefully stop it."

"In the grand scheme of things manta rays aren't worth a huge amount to the nations that are fishing for them," he continues. "If you're going to throw a bone to the conservation world, giving them manta rays is not a particularly painful thing to do in terms of economic loss." In terms of its value to the marine environment, and the world as a whole, though, this move to conserve manta populations is immeasurable.

Highly commended

M Aaron MacNeil, Nicholas AJ Graham, Joshua E Cinner, Shaun K Wilson, Ivor D Williams, Joseph Maina, Steven Newman, Alan M Friedlander, Stacy Jupiter, Nicholas VC Polunin and Tim R McClanahan

For – their paper "Recovery potential of the world's coral reef fishes", February 2015. Published in the journal *Nature*, researchers from Australia, the UK and the US examined more than 800 reefs in 64 locations around the world and found that 83 per cent of fished reefs now have less than half the number of fish they were expected to have. Their findings have been used to develop the first benchmarks for the recovery potential of fished reefs

Highly commended

Douglas J McCauley, Malin L Pinsky, Stephen R Palumbi, James A Estes, Francis H Joyce, Robert R Warner

For – their paper "Marine defaunation: Animal loss in the global ocean", January 2015. Marine scientists from the University of California, Stanford University and the Institute of Marine and Coastal Sciences at Rutgers University, New Jersey, compared loss of marine animal populations with endangered terrestrial species and found that marine fauna are generally in better condition than terrestrial fauna. They conclude that, with careful stewardship, the rehabilitation of affected marine animal populations remains possible

***Criteria – the scientific work or paper that made the most original, important or insightful contribution to ocean conservation in the past year**





Guy Stevens was photographed by CARLOS VILLOCH in the Maldives

Winner – Restaurateur/chef*

ROB RUIZ

Sushi chef and owner of the Land & Water Company

For – his campaign to conserve the endangered vaquita porpoise in the Gulf of California and to promote the use of shrimp caught without the use of entangling gillnets

Born and raised in Oceanside, California, and a graduate of the University of Hawaii, where he honed his culinary skills, Rob Ruiz is one of the best sushi chefs in San Diego. He is also committed to the sustainability of the fish he serves and to the whole marine environment, hence his project to conserve the vaquita porpoise that get caught in gillnets. “Our fishing practices have such a negative impact,” he says. “At first I didn’t know that I was contributing to the problem by serving shrimp from the Gulf so now I’m doing everything I can to fix that.”

The vaquita is “to Mexico like the panda is to China”, he says. “It is facing extinction as a result of being caught in the gillnets used to catch shrimp in the Gulf of California, which is then imported into the US.”

Rob has been working with scientists from the Southwest Fisheries Science Centre, part of the National Oceanic and Atmospheric Administration, the federal agency responsible for the condition of the oceans and the atmosphere, the Mexican government and NGOs such as the World Wildlife Fund Mexico and Pro-Natura, as well as directly with fishermen to try to encourage them to use gear that would not

endanger the vaquita. In April 2015, President Enrique Peña Nieto of Mexico banned the use of gillnets from the northern Gulf of California until April 2017, during which time fishermen will be encouraged to learn to fish by other, more vaquita-friendly means.

His concern is that it may be too late. “There are only close to 70 individual creatures left and, of those, probably only half are female, so there is also the question of whether there is enough genetic diversity left in their gene pool for them to propagate and repopulate the species now that we have the gillnet ban,” he says. “So we need people to know about the issue and understand the problem. And we have to find a way to educate the fishermen.”

To this end Ruiz has also raised tens of thousands of dollars by holding events at the restaurant in aid of vaquita conservation. It goes without saying that the fish he serves at the Land & Water Company is sustainable, favouring, for instance, octopus that has been diver-caught in Spanish waters, line-caught albacore tuna from Hawaii and Selva shrimp, the first shrimp product to receive the green “Best Choice” recommendation from Monterey Bay Aquarium.

Highly commended – Caroline Bennett

Former fund manager and founder of restaurant Moshi Moshi

For – her campaigns to protect fish stocks and encourage consumers to eat under-used parts of fish in an effort to reduce waste

Highly commended – McDonald’s

Global fast food chain

For – its work to ensure that the hake or pollock in a Filet-O-Fish or McFish sandwich comes from a fishery certified by the Marine Stewardship Council. Its restaurants in 39 European countries, the US and Canada already display the blue MSC label

***Criteria – the restaurant group, chef or restaurateur who has made the most outstanding commitment to ocean conservation**

JUDGE #7 CHRIS GORELL BARNES

“As Homer said: ‘The sea is the source of all’,” says Gorell Barnes, a new media entrepreneur and angel investor. “It always makes me feel inspired. I kite surf, swim, dive... But the sea has been raped and pillaged and forgotten, and it needs protecting. I’ve been a fly fisherman since I was about eight years old, on the west coast of Scotland. So over the years I’ve seen the decline in fish stocks in the lochs and rivers. They used to be full of salmon and sea trout, and now there’s nothing.”

But it was as executive producer of the 2009 film *The End of the Line*, based on Charles Clover’s book of that name, he says, when he was alerted to just how precarious the health of the world’s oceans had become – “that this was the biggest problem in the world” – and he felt he had to do something. So Gorell Barnes, Clover and George Duffield went on to co-found Blue Marine Foundation. “We know what we have to do – to make the ocean healthy again we have to protect large areas of it – and we have 30 years left to do it.”

A year earlier he had founded Adjust Your Set, a content marketing agency, where he remains CEO.

Rob Ruiz was photographed
by LISA WISEMAN
at Land & Water in San Diego



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Anne Pitcher was
photographed by
KEVIN DAVIES
at Selfridges

Winner – Corporate and social responsibility*

SELFRIDGES

Represented by Anne Pitcher, managing director of Selfridges UK

For – its Project Ocean initiative, which last year removed single-use plastic bottles from its food halls and restaurants

Please note that, in the interests of fairness, Alannah Weston, an Ocean Awards judge and deputy chairman of Selfridges, stepped out of the room while this award was being debated and decided upon

Since its launch in 2011, Project Ocean, a collaboration between the British department store Selfridges and the Zoological Society of London, has campaigned on a range of marine-themed issues: from not eating endangered fish to the need for more reserves. In 2015, however, it focused on raising awareness of these issues and driving change to reduce the amount of plastic waste we casually discard.

Last summer Selfridges staged an exhibition in its Ultralounge, curated by Jane Withers, that invited shoppers to “imagine life without the plastic water bottle”. It drew attention to the fact that almost 400 million tonnes of plastic are produced globally each year – only about 10 per cent of which is recycled – and that eight million tonnes of plastic are dumped each year in the ocean, accounting for up to 80 per cent of marine debris. This creates immense concentrations of potentially toxic plastic waste formed by the gyres (systems of rotating currents) now at large in the world’s oceans. Indeed, within the next decade the ratio of fish to plastic in the world’s oceans is expected to be about 3:1.

Among several arresting, specially commissioned

installations was a collection of objects named Gyrecraft, made from plastic recovered from the North Atlantic, designed by Studio Swine, including a replica of the 22 metre research vessel from which they harvested the plastic waste. Within the “ship”, visitors were able to listen to recordings explaining what happens to plankton when they ingest the plastic, and by extension what happens to other marine species when they do the same. It is therefore a problem that extends all the way up the food chain.

“Customer awareness of Project Ocean has been significant,” says Pitcher. “In terms of changing customer perceptions, 80 per cent of those polled said that it made them think about the issues,” whether it was buying fewer single-use plastic bottles, recycling more, donating money or simply spreading the word.

For Selfridges, Project Ocean is part of what Pitcher describes as “buying better, inspiring change: an approach to sustainable business that inspires people, partners and customers to respect the environment, buy responsibly and champion sustainable products that contribute to healthy and happy communities”.

Highly commended – Unilever

For – phasing out, by 1 January 2015, its use of plastic microbeads/micro-plastics in its personal care products worldwide by using suitable alternatives

Highly commended – The Economist

For – hosting, in June 2015, its third World Ocean Summit, attended by 350 government ministers, business leaders and environmentalists from all over the world, to discuss how to move from a conventional ocean economy to a “blue” economy. It also ran the Ocean Innovation Challenge, an initiative that called for solutions to alleviate the tension between growth and sustainability in the oceans

***Criteria – the company that has done the most to address ocean conservation, whether through sustainability issues or addressing pollution threats, such as plastics**

JUDGE #8 PETER LÜRSSEN

Back in 1997, when the 96 metre Limitless was launched, she became the first superyacht to run on diesel-electric engines, evidence that Lürssen, which built her from designs by Jon Bannenberg, has had a long-standing commitment to and interest in environmental challenges and remains at the forefront of technology, methods of production and quality.

Two decades on and these same issues are still close to the heart of the company’s CEO, Peter Lürssen, the great-grandson of Friedrich Lürssen, who founded the famous German shipyard in 1875. Having studied naval architecture and economic engineering at the University of Kiel, Peter went to Japan, where he worked as a construction supervisor for a Norwegian shipping company at various shipyards, after which he went to the US to study for an MBA at the business school at Cornell. Returning to Germany in 1978, he joined the family firm, which he now heads with his cousin, Friedrich Lürssen.

Winner – Visionary*

OLIVER LETWIN

MP for West Dorset and Chancellor of the Duchy of Lancaster

**For – committing the British Government to the creation
of an MPA around Pitcairn, and to the creation
of “Blue Belts” around the 14 UK Overseas Territories**

On 10 September 2014, Zac Goldsmith MP, Stanley Johnson, the RSPB, Blue Marine Foundation and Pew Trusts presented Parliament with a pamphlet calling on the Government to commit to creating Marine Protected Areas around three of its Overseas Territories: Pitcairn, Ascension, and South Georgia and the South Sandwich Islands.

Outstanding among the politicians who supported the move and led the push towards the creation of a new MPA around Pitcairn in the southern Pacific was the Rt Hon Oliver Letwin MP, the Conservative member for West Dorset and Chancellor of the Duchy of Lancaster. This led to its inclusion of a commitment to create a “Blue Belt around the UK’s 14 Overseas Territories, subject to local support and environmental need [and] designate a further protected

area at Ascension Island, subject to the views of the local community. [While] off our own coasts we will complete the network of Marine Conservation Zones that we have already started, to create a UK Blue Belt of protected sites.” This formed part of the Conservative Party manifesto, published before the May 2015 general election.

When fully implemented, the Pitcairn MPA will be the largest in the world. The waters around the Pitcairn Islands are home to some of the best-preserved marine ecosystems on the planet and are of globally significant biological value. More than 1,200 marine species have been recorded around the islands, including whales, dolphins, fish, turtles, seabirds and corals. Of these species, 48 are globally threatened, including the hawksbill turtle and the Pitcairn angelfish, which is found almost nowhere else.

**Highly commended – Zac Goldsmith
MP for Richmond Park and North Kingston**

For – his campaign, going back to when he was elected in 2010, for Pitcairn to become a Marine Protected Area

**Highly commended – Dr Sylvia Earle
Oceanographer and founder of Deep Ocean Exploration and Research, SEAlliance and Mission Blue**

For – her efforts to increase the proportion of protected water from less than 3 per cent today to 20 per cent by 2020

**Criteria – the politician or thinker who has achieved most for ocean conservation in the past year*

JUDGE #9 ALANNAH WESTON

Among many original initiatives that helped reinvoke Selfridges department stores and increase sales by 50 per cent during Weston’s decade as creative director (she is now deputy chairman) was her decision to launch Project Ocean, the department store’s campaign to raise global awareness of the fragility of marine environments and help consumers change their buying habits.

Each year it focuses on a different issue. For 2015 it alerted people to the dangers posed by plastics. “Eight million tonnes of plastic are dumped in the ocean every year,” Weston says. “So we’re removing all single-use plastic water bottles from our food halls and restaurants, amounting to approximately 400,000 bottles a year.” There is, she adds, “currently a plastics patch twice the size of Texas floating in the Pacific”.



Oliver Letwin was photographed by BEN HARRIES at the Houses of Parliament



Paul Willgoss was photographed by BEN HARRIES at Billingsgate Market



Winner – UK retailer*

MARKS & SPENCER

Represented by Paul Willgoss, director of food technology

For – its Forever Fish campaign, part of Plan A 2020

We've had a responsible fishing policy for the past 15 years and we've taken that even further with our Forever Fish campaign," says Paul Willgoss, director of food technology at the British multinational retailer. In 2007 it launched a project called Plan A ("because there is no plan B"), subsequently relaunched as Plan A 2020, setting out a 100-point plan of environmental and ethical goals. For example, it started charging for plastic carrier bags in 2008, a full seven years before the Government introduced a compulsory charge last October. What profits are generated from the sale of its carrier bags – the aim of the initiative is to discourage their use – are donated to the World Wildlife Fund, the Marine Conservation Society and an education programme to protect the marine environment.

Among its ethical policies is the Forever Fish campaign, which has three principal objectives: "to help to protect and save our precious sea life, oceans and beaches for future generations to enjoy; to encourage eating of lesser-known and

British fish species, without compromising on quality; and to involve volunteers in cleaning our beaches and teaching their children about fish."

To this end it organises a twice-yearly beach clean-up, encouraging volunteers to record data on the types and amounts of litter. In June 2014 the clean-up involved 8,000 volunteers clearing more than 25 tonnes of rubbish from 135 beaches and canals across the UK. The next year an even more impressive 40 tonnes of detritus was removed from 90 beaches and 42 waterways by 6,000 volunteers. Subsequent analysis revealed a 50 per cent increase year-on-year in the number of discarded wet wipes found on beaches.

In addition, M&S funds four initiatives through this campaign: the WWF Rumaki programme, which challenges unsustainable fishing practices in East Africa; a WWF project in Fiji to conserve turtles on the Great Sea Reef; the WWF's PISCES project (PISCES stands for Partnerships Involving Stakeholders in the Celtic Sea Ecosystem); and a low-impact brown crab fishery in Orkney.

Highly commended – Sainsbury's

For – celebrating its fourth Switch the Fish Day by giving away five tonnes of less popular types of fish in the hope that, on trying them, customers might be inspired to buy species other than the perennial bestsellers: cod, salmon, haddock, tuna and prawns. This is all part of its 20x20 Sustainability Plan, which aims to have all the fish it sells independently certified as sustainable by 2020

Highly commended – Waitrose

For – its continued efforts, over more than 15 years, to source its seafood responsibly, using only suppliers with fisheries or farmed aquaculture operations that are responsibly managed. By 2017, it pledges, all the fish it sells will be independently certified as responsibly sourced, to assure customers that what they are buying is not at risk as a species

***Criteria – the retailer that has done most through corporate policy and/or public engagement to address ocean issues in the past year**

JUDGE #10 CALLUM ROBERTS

As a 20-year-old marine biology student on a university field trip to investigate the behaviour and co-existence of herbivorous reef fish off the coast of Saudi Arabia, Roberts had an epiphany. "I immediately knew I wanted to spend the rest of my life in and around coral reefs," he says. Now a professor in the environment department at York University, his research, which focuses on threats to marine ecosystems and species and on finding the means to protect them, has "effectively dispelled", as he puts it, "his prior notion that marine science was all about freezing on the deck of a North Sea trawler knee deep in fish". Professor Roberts and his team at York have provided the scientific case for the world's first network of high seas marine reserves in the North Atlantic that, in 2010, placed nearly 300,000km² of ocean under protection. His work has also taken him to warmer climates, too, notably St Lucia in the Caribbean and Saba, a speck of an island east of Puerto Rico, where he studied the effects of marine reserves closed to all fishing.

"In the past we thought nature would look after itself," he explains, "but now we have to make sure that nature has space and opportunity to continue and to thrive. We carry the responsibility for its future, which is why it's great to be able to celebrate those who are working for greater ocean protection."

Winner – Judges' Award*

GREENPEACE UK OCEANS TEAM

Represented by Willie Mackenzie, oceans campaigner

For – its outstanding contribution to campaigns to save important marine habitats, protect endangered species, create marine reserves and push for important fisheries governance reforms

At home and overseas, Greenpeace UK's oceans team has successfully campaigned on a number of key issues over the past year. In Australia, it deterred investors from funding a mega-mine that threatened to cause devastation to part of the Great Barrier Reef. In the Pacific, the campaign to save the vaquita, the world's most endangered cetacean, helped mobilise international pressure to implement a ban on the use of gillnets. And through a combination of political lobbying, legal challenges and investigative work, "we've been able to give a big voice to small-scale fishers", says Willie Mackenzie, Greenpeace UK's longstanding oceans campaigner, not least in securing far-reaching reform of Europe's fisheries laws that will benefit both marine ecosystems and the coastal communities that depend on them for their livelihoods.

Mackenzie is quick to acknowledge, however, that Greenpeace's successes depend on collaborations and coalitions he and his fellow campaigners forge with other NGOs and marine organisations, and campaigns such as Selfridges' Project Ocean, the BBC's *Big Blue Live* and Hugh Fearnley-Whittingstall's *Hugh's Fish Fight*.

As to the difference Greenpeace UK is making globally, he points to its efforts to clean up the tuna industry. "We have a lot of different abilities," Mackenzie says, "intervening at all stages of the supply chain. For example, we can be under cover on the boats, tackling overfishing; and under cover in processing plants. We can be in the market place looking at what's on supermarket shelves, holding retailers and brands to account. We've got all the big UK supermarket chains sourcing their tuna sustainably now."

"It's a matter of getting the people providing the fish to do the right thing. I think we've really turned the corner on that in the UK. There was a time when they didn't seem to understand that frozen fish and canned fish were also fish. But now the major supermarkets are falling over themselves to be seen as being as good as possible. Even companies like Tesco, which has had a lot of bad press, are way ahead [compared with a lot of their international peers]."

He also points to Greenpeace UK's work in the Arctic: the signing of an international agreement to prevent unregulated fishing that was signed in Oslo in July 2015, an important step towards securing the region's status as a marine sanctuary; and Shell's decision to abandon its exploration and drilling operations in the Chukchi Sea. As Greenpeace UK's executive director, John Sauven, said at the time: "Big oil has sustained an unmitigated defeat. They had a budget of billions, we had a movement of millions. For three years we faced them down, and the people won."

***Criteria – the Judges' Award is for a campaigning group, company or individual, outside of the previous categories, whom the judges wish to recognise for their outstanding overall efforts in marine conservation throughout the year**

Read more about
the Ocean Awards:
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Willie Mackenzie was photographed by BEN HARRIES at Greenpeace UK

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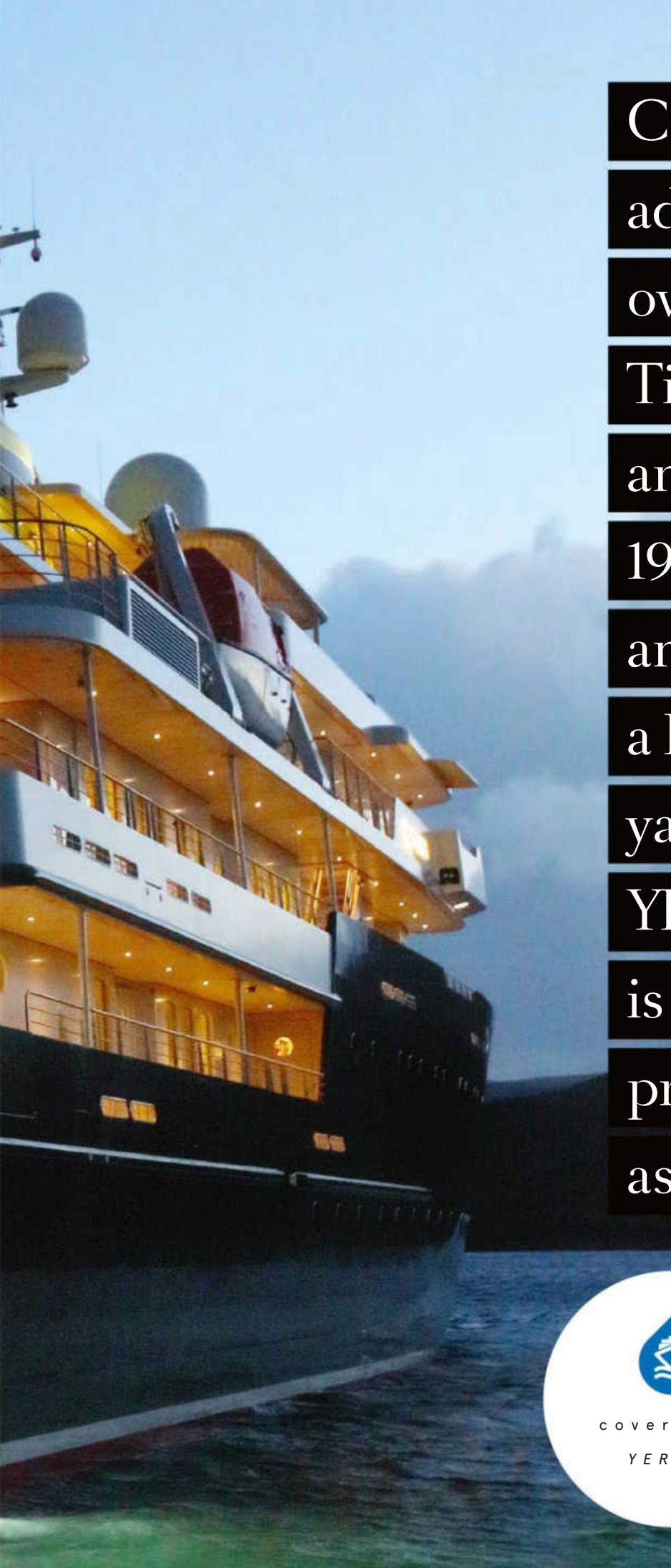
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as well as explore it



cover boat

YERSIN

Words - Caroline White

Photography - Thierry Ameller

The rust-red carcass of *Calypso*, the boat that carried Jacques Cousteau on 30 years of aquatic exploration, lies on the dock at Concarneau in Brittany. The hull is a rib of beams and the wheelhouse, craned off, sits next to it on the tarmac. The victim of a Cousteau family squabble, this is an obscure graveyard for a boat that represented the spirit of oceanic adventure for 40 years, from which the explorer and his crew pioneered scuba diving, built underwater bases and revealed briny wonderlands to an awestruck public. The good news is that just a couple of hundred metres away, her successor is lashed to the dock.

Cousteau was certainly an inspiration for the 76.6 metre motor yacht *Yersin*, but so was Tintin, Prince Albert I of Monaco – “the sailing prince” – and, most significant but least famous, the 19th century physician and bacteriologist Alexandre Yersin.

Born in 1863, Yersin left Louis Pasteur’s Paris laboratory in 1890 to voyage through Southeast Asia, carrying out groundbreaking work on the bubonic plague and other diseases – research that would save many lives.

François Fiat, the French businessman who conceived and owns the boat, distilled these diverse influences into three aims: adventure (*Yersin* has a world-roaming range); science (she’s designed with serious scientific kit and has been awarded the Cleanship class notation that means she will minimally impact the ecosystems she visits); and education (to teach children about the natural world). This is not just another explorer, there is a human project attached to the boat. This ethos, the so-called ASE project, was a hard sell before *Yersin* was there to exemplify it. “When the boat did not exist, it was very difficult to make people understand what it would be,” says Fiat, a distinguished, serious man. “Is there any other boat like this one? No, not really. I think we are the only one.” When he was trying to explain it to his friends, the ghost of *Calypso* had to be invoked frequently. “When we spoke about Cousteau, everyone knew. He’s the one who invented oceanography so for everyone this rings a bell.”

Fiat’s requirements for *Yersin* were so specific that he designed her largely himself, in collaboration with his captain, Jean Dumaraïs, chief engineer Yordan Hristov, designer Pierre J Kubis, and of course the yard. Fiat knew yacht builders – he once owned the 52 metre Benetti *Latinou* (now named *Latitude*) – but world-roaming toughness rather

than luxury was his priority, so he took his design to commercial yards. Some were uninterested, others were intent only in selling him the kind of boats they already produced. Only Piriou, based in Brittany, really listened. It certainly knew how to build serious ships – military boats, patrol vessels and deep-sea fishers are its bread and butter.

“We knew technically they could achieve it,” says captain Dumaraïs. “They have boats on the roaring 60s, long liners working on six-hour shifts. And they stay there for 90 days, non-stop.” During the 36-month build Fiat visited every two weeks and towards the end he essentially lived in Concarneau.

The decision to undertake his first leisure craft was a difficult one for Pascal Piriou, CEO of the yard. “Failure would have been deadly for us,” he says of the possibility that the owner would not accept the finished vessel. And they didn’t need the work. “It was a new strategic move,” says Piriou. “There are not so many types of boat you can still build in Europe – really just yachts and military boats. For these, cost is important but not the main thing. Skill and the European touch is something important.” Now they have quite a prototype, built to the ultra-safe Solas passenger ship code.

The technology on this boat is her greatest luxury. The starker example of this is Fiat’s willingness to sacrifice guest spaces for technical spaces – the engine room is so sprawling, each piece of equipment given so much space (for accessibility), that it could be mistaken for a modern art gallery. And this certainly is artistry – innovative, tailored tech that weaves elements from automotive design, cruise ships and other industries into an ultra-resilient, ultra-green system. Keeping an eye on it all is a 1,200-point monitoring system.

Yersin’s diesel electric propulsion spreads power production over six generators that can be brought online, one by one, according to demand. They burn only the fuel they need so they’re green and offer serious range. Two azipods to stern are complemented by a pump jet forward that allows an extraordinary degree of manoeuvrability: coming into her side-on berth at Concarneau, her turn and glide to starboard are eerily smooth.

This tech is green as well as lean: at 11 knots, *Yersin* consumes 360 litres of diesel an hour, half what she would with diesel engines, and at 9 knots this drops to 180 litres an hour. The catalytic exhaust filters 99.8 per cent of harmful particles, while a thorough black and grey water system ends with a UV filter that “zaps” any last bacteria. ►

*“Is there any other
boat like this one?
No, not really.
I think we are
the only one”*



World-roaming toughness rather than luxury was his priority, so Fiat



took his design to commercial yards. Only Piriou really listened



Yersin has a 15,000nm range and can spend 50 days at sea, with 40 crew, and need no assistance. She can also go 10 days without discharging any waste





Pierre J Kubis's interior uses contrasting oak and Zebrano veneers, and aged oak flooring with wool carpets. Facilities include an upper deck cinema



As a boy, Yersin owner François Fiat was a big fan of the Tintin stories and the intrepid young adventurer now has pride of place on the bridge





While primarily an expedition yacht, there is no shortage of luxury and style on board Yersin, in the dining area, above, and master suite, top. Top left: François Fiat



The engine room is so sprawling that it could be mistaken for a modern art gallery. And this certainly is artistry



The resulting water is stored in tanks and is so clean that it can be used to wash down the decks. Outside, the hull's silicone antifouling paint does not contain harmful TBTs, while dynamic positioning allows *Yersin* to stop in areas where dropping anchor would damage coral. All the wood on board is sustainable and decks are Bolidt artificial teak – greener, cooler, lighter and hardier than the real thing.

Eco credentials have benefits for *Yersin*'s adventurous ambitions. "Last summer we did some dives with Prince Albert II in a protected marine park near Corsica," says Fiat. "They were astonishing with sea life – some grouper were as big as a table – and they granted us the right to go inside the park because of our zero impact on the environment." There is certainly a lot of world open to *Yersin*. "We thought we would have a 12,000nm range at an economical speed," says Dumarais. "In fact she has 15,000nm." *Yersin* can spend 50 days at sea with 40 crew and no assistance – and 10 days without discharging waste.

The bridge features every piece of explorer gadgetry, from sounders that scan 1km forward – for ice navigation – to night-vision cameras for spotting wildlife, high-definition day-time cameras, a radar specifically for river navigation and an electronic chart display that works like a giant iPhone. The Arctic and the hottest parts of the Pacific are both on their hit list. The hull is Ice Class and built for the realities of life on the (very) high seas. A broken pump or engine can be moved through a door into the workshop, also accessed from a spare part, electrical and welding shop. If the equipment is kaput, *Yersin*'s crane can lift it out of the boat via a hatch built into the side of the workshop.

The sophisticated air-con system works in climates of -20°C to 50°C, with uniform air pressure and a heat exchange to treat icy incoming air. The galley is of professional proportions, with stations for whipping up different delicacies and stores, fridges, freezers and a rubbish system massive enough for a long-range voyage. So, crucially, are the lower deck crew cabins. These are twin rooms of an extraordinary size – they look like guest cabins and have the same entertainment options and internet – with plenty of storage, en suite shower rooms and a dividing curtain that is useful when room-mates are working different shifts. Crew can work out in their own gym or relax in their comfortable mess. There is also a proper medical room, complete with a camera link-up to a hospital in Toulouse.

But *Yersin* is built not just for getting to extraordinary places, but to make the most of them once there. Aft on the lower deck, a platform can be lowered into the sea to retrieve divers from the water and just inside is a compressor and dive store. On a boat that so ambitiously pursues its three defined goals, flexibility makes sense. Perhaps the best example is the polyvalent room on the main deck. This can be used as a laboratory – with sinks and other necessary kit plus a TV with internet and satellite link-up. "You could have two people studying the same subject in two different places in the world," says Dumarais, "one in his own laboratory where he makes some findings, the other here on the spot – he can do the test the other guy is performing and they can compare." But it could

also be a video conference room or a classroom. A sliding partition also allows it to be used as two separate spaces at the same time.

There's more for scientists on the main deck, with a lab that includes an office and taps for freshwater and seawater. It is forward so that a scientist studying seawater can get a pure sample, not one from the stern platform when the boat has already passed over. If an individual or group wants to make a voyage they apply to *Yersin*'s board, which has seven expert members. Projects could range from universities researching new species to production companies making nature documentaries, as long as it chimes with the ASE objectives.

Out on the decks the exploration kit is stunning. *Yersin*'s aft deck can be used as a touch and go helipad or carry a seaplane – lifted from the water by a crane – and she carries fuel to extend the range of these tools. The space also has power points for a deep sea diver to store a mini-sub or a decompression chamber. The permanent kit comprises a Can-Am quad bike, two military style (bulletproof) Zodiac Hurricanes, a Munson landing craft and a sleek, 11 metre Wajer Osprey, all customised. "Each tender can be electrically connected to preserve the engine from freezing, for example in Canada," says Dumarais. "Then you have a self-sufficient central heating system, which takes from the fuel. You zip up the bimini and close it off and the apartment inside is protected from the cold. If the boat is in a place where she cannot make it back to the mothership, you can survive."

If things go to plan, however, guests will get to enjoy their cabins, simply decorated but offering superyacht quality and comfort, with colour-changing "luminotherapy" showers, anti-steam mirrors and marshmallow-soft beds. The full-beam master suite, forward on the upper deck, has a chic white Corian bathroom, a kitchenette, an office and its own deck area. Décor in the guest areas was restricted by Solas regulations but you'd hardly know it. "The interiors contrast oak and Zebrano veneers, lacquered ceilings, aged oak flooring with wool carpets, stainless steel

and leather stripes," says Kubis, with the aim of "serene and soothing atmospheres, conducive to long sailing". There's also a broad sundeck with a spa pool, a pretty bar in the main deck dining area and, on the lower deck, there's a spectacular spa with a gym, hammam, hairdresser, massage room and spa pool. Then there's the upper-deck cinema, built with recording studio quality sound.

The choices of artwork reflect Fiat's inspirations, from black and white photographs of famous ships to a portrait of Alexandre Yersin and even a Tintin print in the bridge. But perhaps the most illuminating is a glass sculpture in the main deck saloon. It is cut to create an optical illusion – from one side it shows the face of Prince Albert I but, as you walk around it, this transforms into Prince Albert II, a staunch supporter of *Yersin*'s project, which draws on his own family's history. His great-great grandfather, Albert I, inaugurated Monaco's Oceanographic Museum in 1910 and Cousteau was director from 1957 until 1988. Like the ship herself, the artwork is about the revival of a great legacy. ■

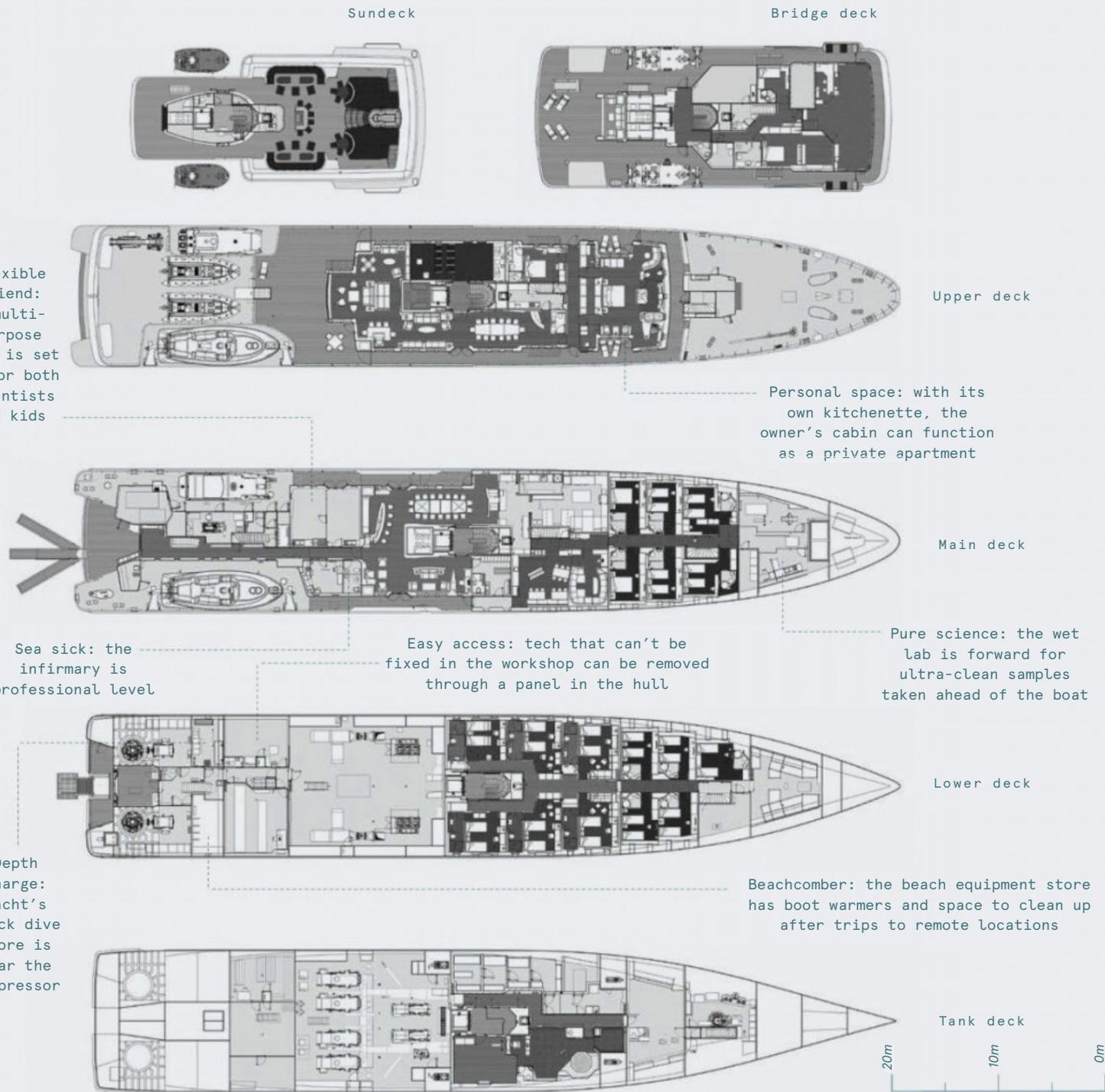
"They granted us the right to go inside the marine park because of our zero impact on the environment"



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YERSIN

PIRIOU

**LOA** 76.60m**Beam** 13m**Draught** 4.4m**Gross tonnage**

2,200GT

Diesel electric engines4 x Caterpillar C32,
2 x Caterpillar C18**Speed max/cruise**
15/11 knots**Range at 11 knots**

15,000nm

Generators4 x 1,000KVA;
2 x 500KVA**Fuel capacity**
350,000 litres**Freshwater capacity**

50,000 litres

Tenders11m Wajer Osprey;
7.3m Munson Landing
craft; 2 x 7.5m
Zodiac Hurricanes**Owners/guests** 18**Crew** 24 + 2 pilots**Construction** Steel

hull; aluminium

superstructure

ClassificationBureau Veritas: I
HULL & Machinery,
Unrestricted**navigation** * AUT-

UMS, Passenger ship

Piriou, owner and
Pierre J Kubis

Builder/year

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#11

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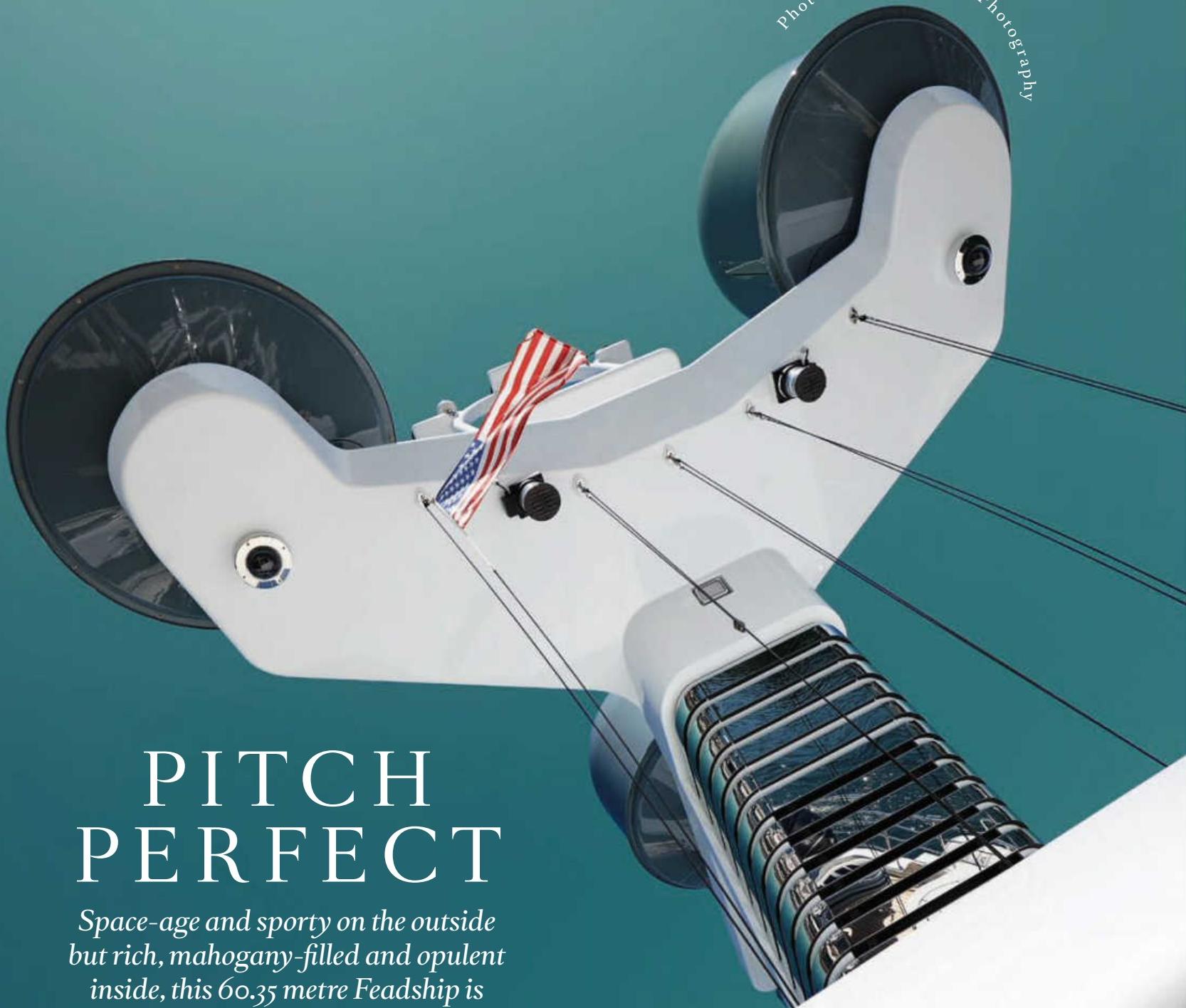


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PITCH PERFECT

Space-age and sporty on the outside but rich, mahogany-filled and opulent inside, this 60.35 metre Feadship is a great example of owner and designer evolving in perfect harmony

Words - Marilyn Mower



Rock. Its exterior styling is by Sinot Yacht Design. As Sander Sinot says: "Rock. It is very sleek and bold without being pretentious. A natural flow of lines and surfaces makes the yacht breathe speed and exude elegance"

From the outside *Rock.It* looks hip and modern but, at the same time, classy and without any on-trend aggressive angularity. In car design vernacular, the 60.35 metre motor yacht is a little more McLaren 675, a little less Lamborghini Aventador.

The bow is sharply raked and moderately flared but its raised, bevelled bulwarks and absence of a teak cap rail speak to the 21st century. A curved fashion plate at the main deck and a single angle shared by superstructure and mast above support the illusion of power. Portlights and windows are simple, effective squares and rectangles that, paired with polished stainless louvres and grilles, bring a nuance of industrial chic. The interior is a different melody, played with the most traditional materials: bookmatched flame mahogany, steel and stone. Rather than a disconnect, it is a conversation about classic materials used in surprisingly modern ways.

The project began around the 40 metre mark but grew during development to incorporate not only plenty of space for entertaining but also to support a lot of culinary creativity with a large main deck galley. The Feadship De Voogt/Sinot Exclusive Yacht Design pairing has occurred before on other contemporary Feadships such as *Musashi* and *Fountainhead*, coincidentally also built for American clients.

Sinot was founded back in the late 1990s, not in yacht décor but in industrial design and transportation, such as trains and airplanes. This interest in the machine and how things work and fit together is a hallmark of the company's work just as much as its preference for clean lines and light woods, says the project's lead designer, Zlatko Imamovic. And therein rose an interesting challenge.

The owners' original brief, divulged Feadship, began with a reference to a yacht that looked "fast on the outside but cosy on the inside". In the owners' minds, "cosy" meant dark woods. *Rock.It*'s owners are Jimmy John and Leslie Liautaud from Illinois, him the founder of the well-known Jimmy John's

sandwich chain. With their three children, they enjoy water sports, entertaining, food and music, not necessarily in that order. After owning several Sea Rays, the Liautauds became interested in sport fishing and bought a 26 metre Merritt sportfisher called *III Amigos*. *Rock.It* is the family's first large yacht, although they have chartered before, which is what, the owner says, led him to Feadship. "It's the best of the best," he says.

The exterior settled, Liautaud solicited proposals for the interior, including one from Sinot that interpreted "cosy" with various shades of walnut. While he liked the look, he told

Sinot he would like it a lot better if it was mahogany with beamed overheads like one of his favourite restaurants in Chicago and several US-built yachts he had seen.

Sinot's next proposal featured a combination of straight grain and flame mahogany, and lots of it, with fielded bookmatched panels as a nod to tradition, mixed with modern gloss joinery on the staircase and in the furniture, with a little marquetry to showcase craftsmanship and copious backlit onyx. Henk de Vries,

Feadship's CEO, admits that the amount of flame mahogany in the design nearly scuttled the project because the builder and joinery company had such difficulty in finding enough timber sections of similar size and grain.

At first the specs called for all the mahogany to be finished in gloss lacquer. "I worried about that," says De Vries. "I started to think that it might look too much like the interior of an expensive car." A matt finish, on the other hand, looked too vintage. "We stopped the work and made seven panels one metre square with seven different finishes, from flat matt to high gloss, for him to choose," says De Vries. "He picked the one right in the middle."

As well as a family boat, *Rock.It* is designed to entertain. She sports a total of three bars, one of which anchors the yacht's

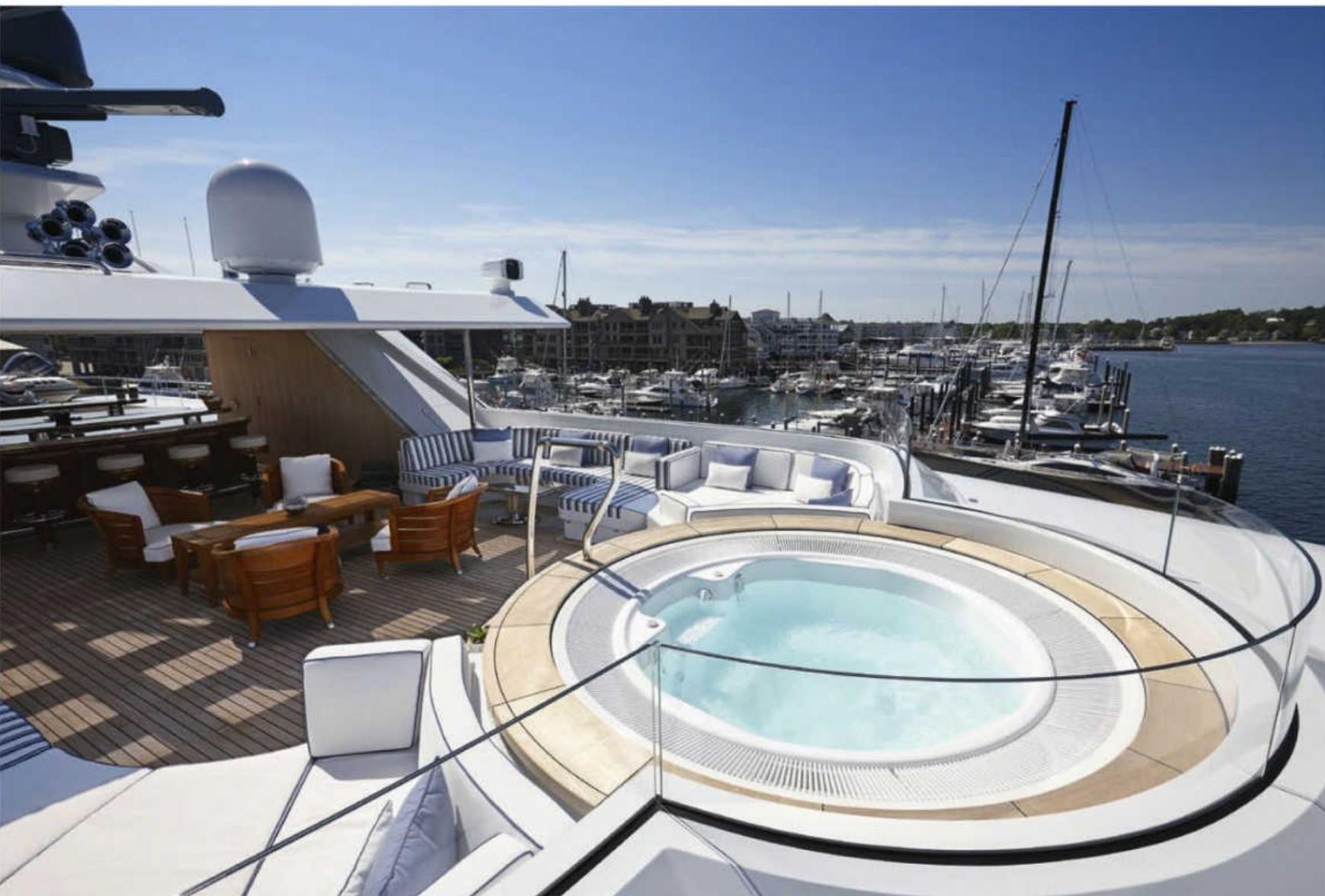
The owners' original brief was for a yacht that looked "fast on the outside but cosy on the inside"



There are 30 custom-made pieces of furniture on board Rock.It, all courtesy of Pollaro, the New Jersey-based manufacturer



The owners' desire to entertain was one reason their project grew from 40 metres to 60. Left, above and below: the sundeck is pure party space, with extra speakers deployed up here when night falls





Rock. It's upper saloon, above and below, swaps mahogany for sycamore, creating a "chill-out space", says Sinot. Right: guests enter via the main deck cockpit





prime entry point on the main deck. "It was clear that the owners will typically greet their guests at the aft deck rather than at a starboard side foyer," says Sander Sinot, "so it was important to create a space that says 'welcome' and does it with a wow factor."

Stepping from the covered aft main deck dominated by a huge teak table, *Rock*. It changes her tune. A curved onyx bar glows via backlighting, casting a warm light on beautifully veined Portoro marble. A mahogany ring frames a dome in the overhead, establishing the theme throughout the main and bridge decks. Floor-to-ceiling panels of flame mahogany alternate with tall wine display cabinets bordered in sycamore marquetry bands.

Sketching an interior that relies heavily on a single joinery pattern is one thing; finding enough veneer to make it work is quite another. Creating the flame look in each panel required four sheets of veneer that needed to be matched for the size of the pattern being achieved. A "book" of veneers from a log has an average of 90 "pages", of which at least half are unlikely to match as the relationship from limb to trunk changes. The semi-surrounding wall of the central staircase features 168 individual panels that match side to side and top to bottom through three decks. Feadship's joiners worked through 130 books of veneer on that element alone. Each panel is set into a grid of polished stainless bands pierced by tiny LED lights at the

intersections. As the stair surround is obviously concave, Sinot conceived each of the mahogany stair panels as slightly convex to reflect light. An art niche at bridge deck level displays a small Jeff Koons *Balloon Dog* sculpture, which acts as a metaphor for the entire yacht: modern art on a classic background.

In keeping with the owner's young family, there is no formal dining room but that doesn't mean that indoor dining has been ignored. The forward end of the expansive main deck saloon is anchored by a staggering Sinot-designed light fixture hanging over an equally stunning custom table by Pollaro Custom Furniture of Union, New Jersey, in macassar ebony and lighter veneers in a sunburst pattern. There are 188 pieces in the table top alone, each one cut by hand, which took more than 350 man hours to complete. Edging the table is a faceted stainless steel band, which is finished with three small rolled bars, a detail suggested by the owner, who saw the mix of curves and facets on

a Graff watch strap. "The client loves polished stainless steel and I introduced it as a contrast element in numerous interior places," says Sinot. At either side of the dining table, glass bulkheads slide open, leading to terraces folding out from the bulwarks. Interestingly, the terraces open manually but are so nicely balanced that it's a one-person job.

In all there are 30 custom-made Pollaro pieces designed for ►

"When we build our furniture for Feadship, we are inspired because they create perfection"

Rock. It is hip and modern, but also classy. In car design vernacular,



a little more McLaren 675, a little less Lamborghini Aventador

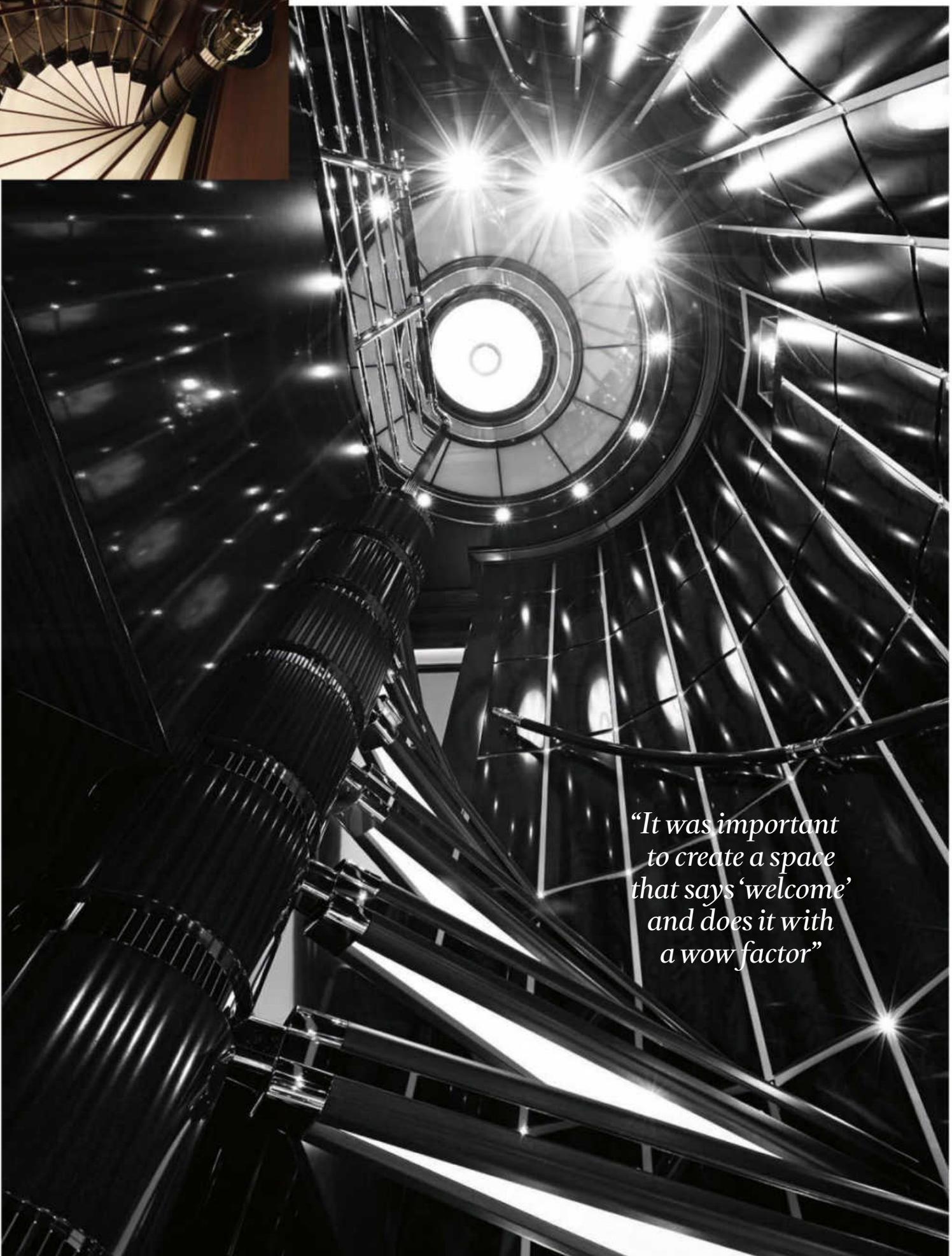




The Pollaro table, right, illustrates the time and detail involved in Rock. It's interior. There are 188 pieces just in the table top, each one cut by hand, which adds up to some 350 man hours



Marble is everywhere on Rock. It. The "her" part of the owners' suite bathroom contains 190 pieces of the stone, while "his" bathroom sink comes from a block that weighed 500kg



*"It was important
to create a space
that says 'welcome'
and does it with
a wow factor"*

Rock.It. “When we build for Feadship, we are inspired because they create perfection,” says Frank Pollaro. “Our work is a significant investment. Usually owners come to the shop and choose their logs for the colour and grain that interests them.” Pollaro has the largest collection of wood in the world, including an inventory of 500 ebony logs.

Forward of the circular staircase on the main deck and the amidships lobby with its marble floor is the owners’ full 10.8 metre beam suite, which is all about relaxation and soft lighting created by lots of backlit onyx. Their children and guests are accommodated in two twin cabins and the pair of VIPs. The doors of the cabins do not face each other, which enhances privacy. Light fabrics contrast with the mahogany joinery and all the beds appear as free standing, with ambient light escaping from underneath. The windows in all the lower cabins are the largest the classification society would allow on a lower deck.

Also on this level, the crew cabins are among the first to benefit from the MLC 2006 regulations that require a larger minimum cabin area as well as other amenities. The area is extremely well finished and the engineer has his own quarters aft of the control room.

Rock.It.’s bridge deck lounge is in a different key. Here, the cross-grain sycamore that appears in such light notes on the main deck is allowed a riff and a few mahogany beams add percussion to an interesting overhead made of woven teak strips. The lounge is full beam and a bar to port is the crew access point from the pantry. “This is the last space we designed for the client and it’s more of a chill-out space,” says Sinot. “It’s sunny and open, with lighter surfaces. On the aft deck the sliding glass on each side can make it more of an all-weather space for dining.”

As much of the art on board would suggest, *Rock.It.’s* owners enjoy their rock and roll and the sundeck is the place it really shows. At party time, extra speakers are deployed on all aft decks. A pair of stone-clad bars anchor the gathering space under the hardtop, while an awning deploys aft if shade is wanted; the canopy forward extends almost to the spa pool and sunpads. The overhead is broken by nine skylights of photo-reactive glass that self-darken in bright sunlight.

Rock.It. is anything but a marina queen. Since delivery in December 2014 she has been almost continuously on the move – more than 17,000 nautical miles in nine months, according to captain Hendrik Jacobs, who joined the project as it neared

completion. Her owners’ first goal was to welcome in the New Year in Miami and, after two weeks in Fort Lauderdale, it was off to the Keys, Panama and through the canal to Costa Rica, Mexico and the Galápagos. “Our itinerary has been fluid,” says Jacobs. “They like the boat so much they are likely to turn up almost any time.” And indeed they did arrive during the Fort Lauderdale Boat Show, which is where we caught up with them as they were showing the yacht to friends.

Commenting on the yacht’s itinerary, Liautaud said: “Why not? The yacht is so beautiful I can’t think of a better place to be.” His wife added that it’s her perfect spot to de-stress.

In their first season, Cocos island and the coast of Costa Rica generally, where *Rock.It.* was accompanied by *III Amigos*,

were favourite haunts. The Pacific coast of Central America is well known for its billfishing. “Our first stop after transiting the canal was Piñas Bay and the Tropic Star Lodge, which is world famous among game fishermen,” says Jacobs.

Alternating between Tropic Star and nature parks such as Panama’s Coiba island and Cocos island, as well as Marina Papagayo and Los Sueños in Costa Rica, the owners, family and guests spent the spring fishing and exploring.

A trip to the Galápagos was the highlight of their Pacific adventure. With a full-time guide on board, *Rock.It.* visited five of the islands. The next chapter was to spend the summer in New England for whale watching and trips to historic seaports. This winter will be spent in the Caribbean and next summer in the Great Lakes, where *Rock.It.* will no doubt dazzle the Chicago waterfront crowd. There’s no let-up in that itinerary yet. ■

“Our itinerary has been fluid. They like the boat so much they are likely to turn up almost any time”

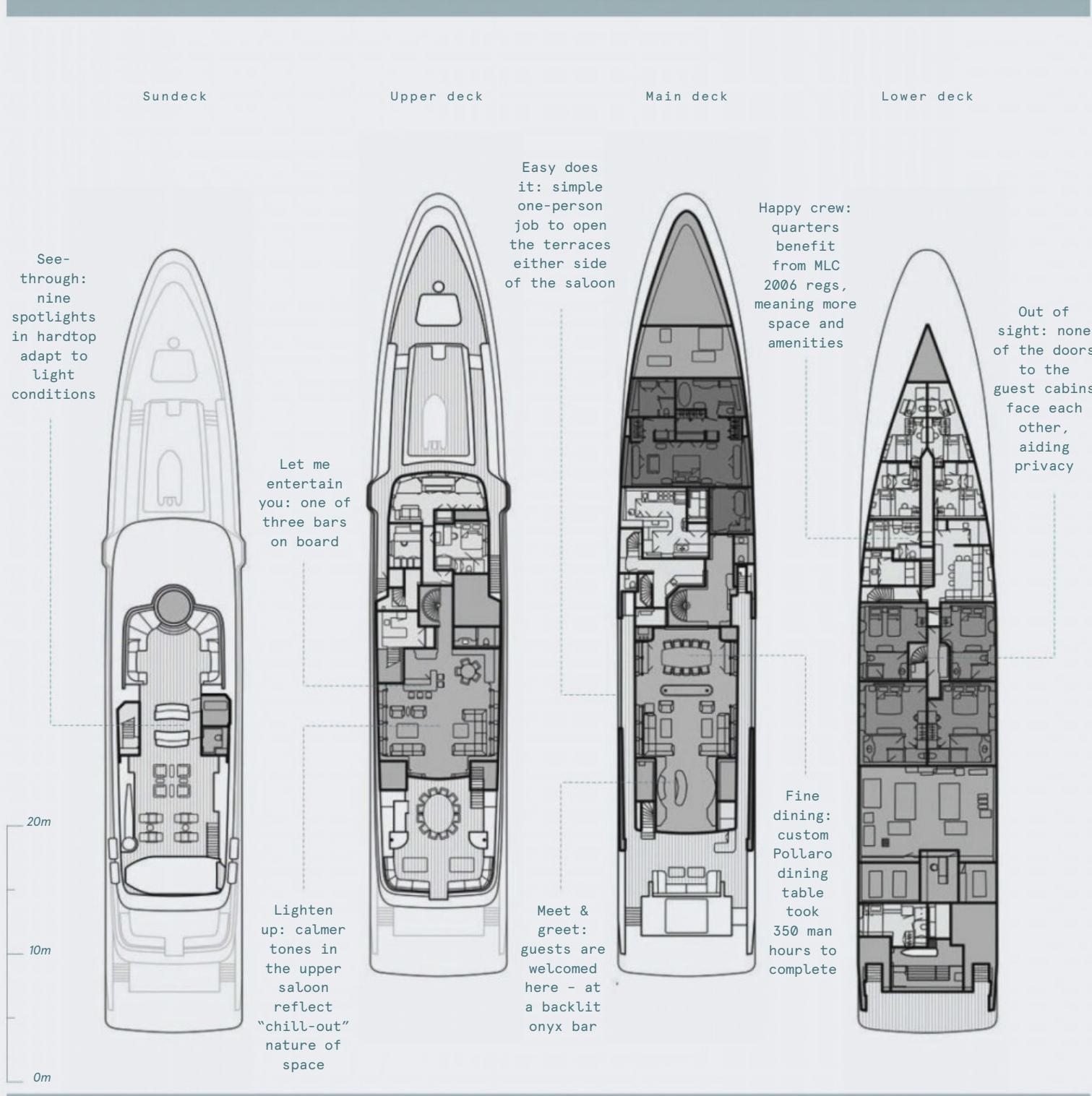




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LOA 60.34m	Speed max/cruise
Beam 10.8m	15/12 knots
Draught (full load) 3.3m	Range at 12 knots
Gross tonnage 1,052GT	5,300nm
Engines 2 x 1,600hp MTU 12V4000M53R	Generators 3 x Kilopack 175kW
	Fuel capacity 120,000 litres

Freshwater capacity
24,000 litres
Tenders
1 x 7m; 1 x crew/ rescue tender
Owners/guests 10
Crew 12
Construction Steel hull; aluminium

superstructure
Classification
Lloyd's Register, #100A1 SSC Yacht
Mono G6, LMC, UMS;
Cayman Islands; LY2 compliant

Naval architecture
Feadship De Voogt
Exterior styling
Sinot Exclusive
Yacht Design
Interior design
Sinot Exclusive
Yacht Design

Builder/year
Feadship/2014
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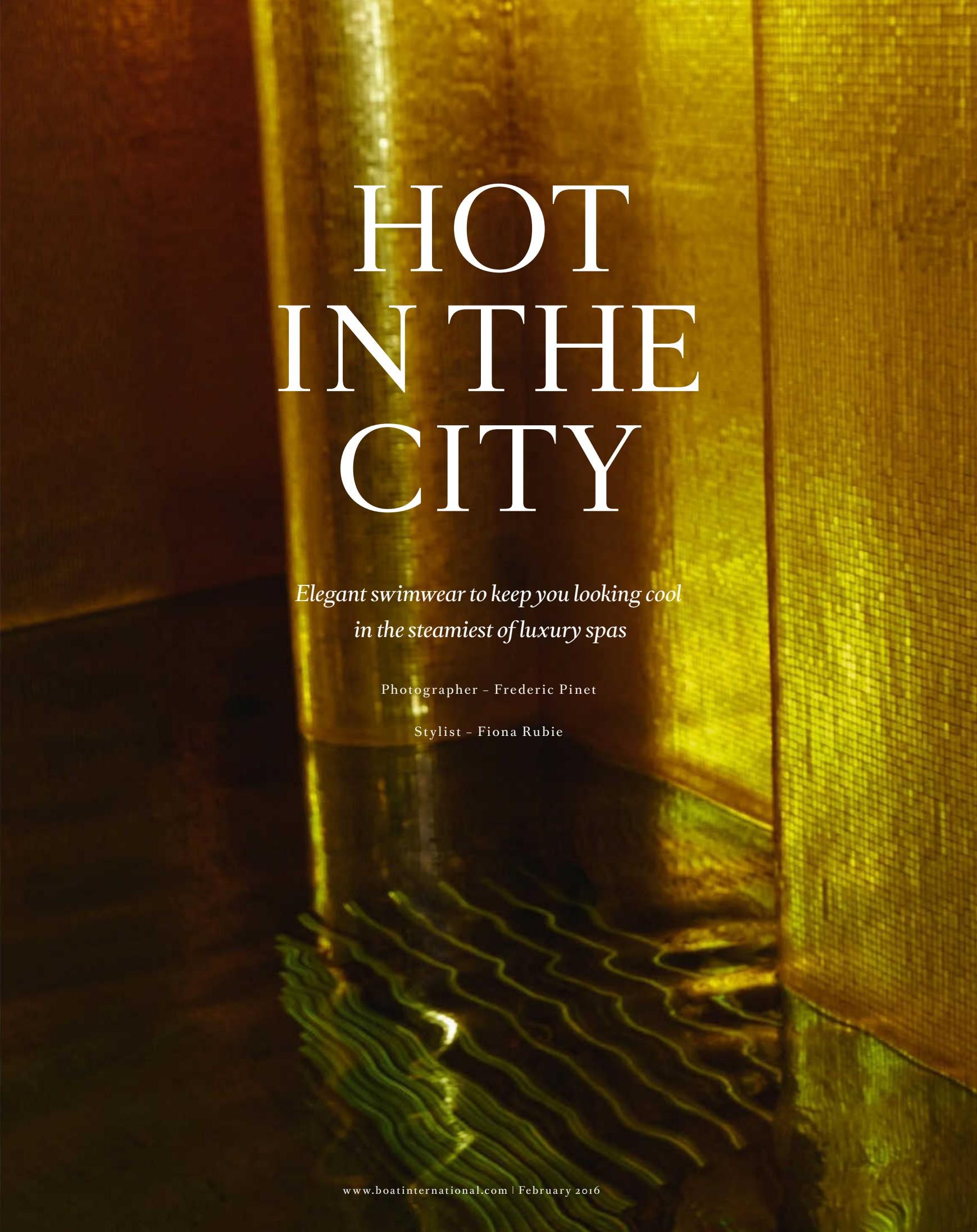
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Photographer – Frederic Pinet

Stylist – Fiona Rubie







Previous page: Nadja wears Anchor non-wired swimsuit, £1,056, laperla.com. Opposite: Chris wears Midnight swim shorts, £220, vilebrequin.com.
This page: Nadja wears Agent Provocateur Remmi swimsuit, £395, harrods.com



Nadja wears Mira Flounce bikini, £310, lisamariefernandez.com. Chris wears Orlebar Brown x Marcello Morandini swim shorts, £175, orlebarbrown.co.uk



Nadja wears Helice bandeau
bikini top with thin straps,
£140, and Cadran boyshort,
£135, both eresparis.com.
Opposite: Chris wears pale
blue shorts, £120, sunspel.com







Nadja wears Alchemy Bonded Flutter swimsuit, £579, zimmermannwear.com. Chris wears crew neck, £55, sunspel.com, and swim shorts, £145, orlebarbrown.co.uk





BULGARI SPA

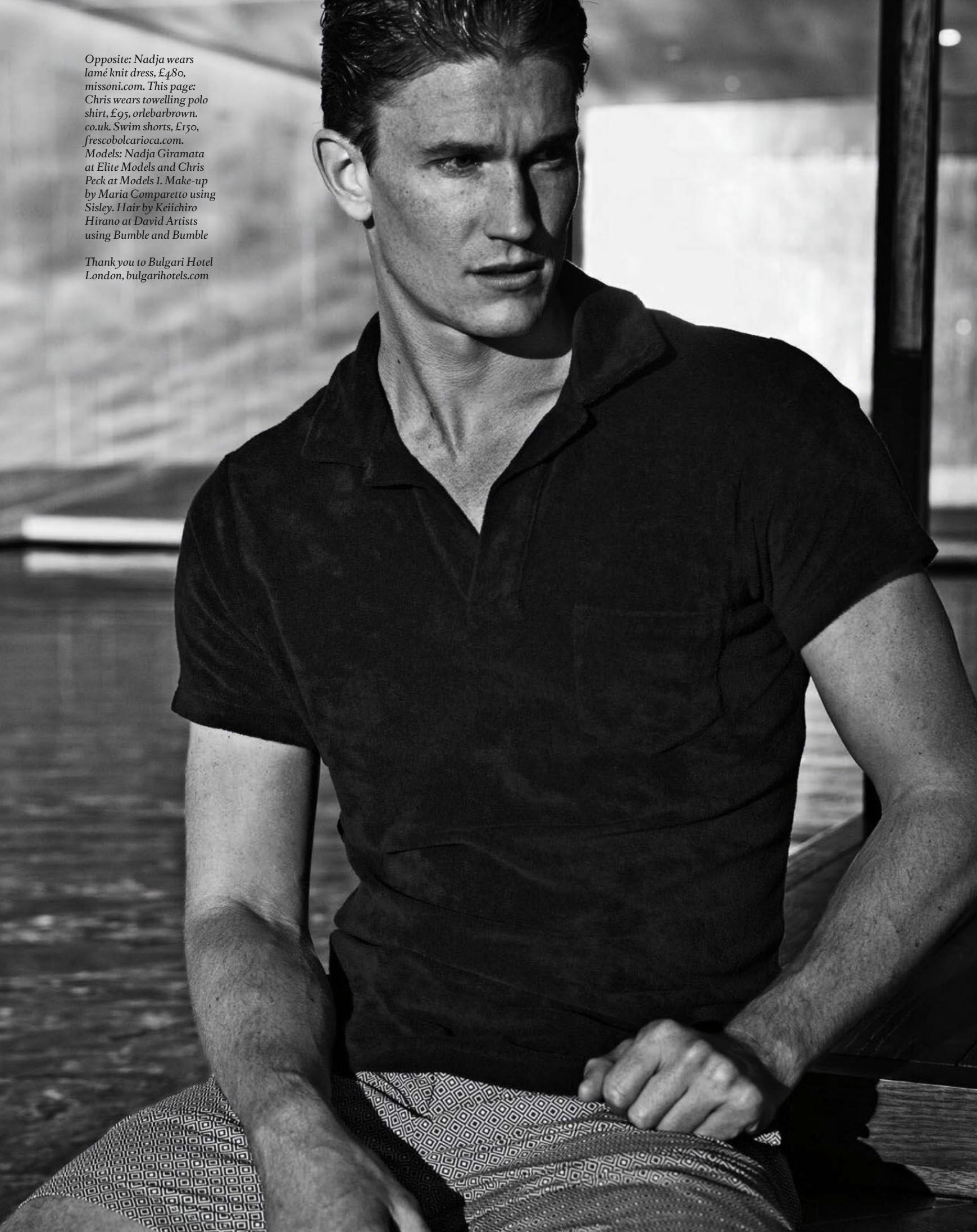
Knightsbridge, London

► Topping little black book lists of savvy Londoners is the Bulgari Hotel and Residences Spa, where these pictures were taken. It goes without saying that visiting the spa is a very grown-up and seductive treat. With its effortless designer looks, low lighting, organic textures and 25 metre swimming pool, you'll be tempted to bliss out for a while in your private cabana, where you can sip Champagne or a packed-with-goodness smoothie or juice. The huge gold-tiled hydro massage pool is an instant booster and the spa offers an arsenal of saunas, steam rooms and a well-equipped gym, where some of London's best personal fitness trainers can be found.

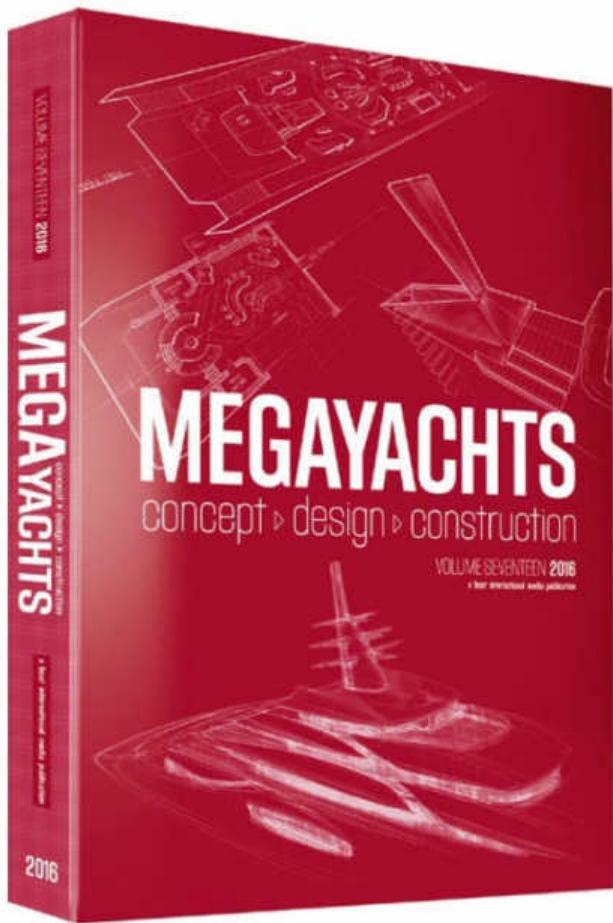
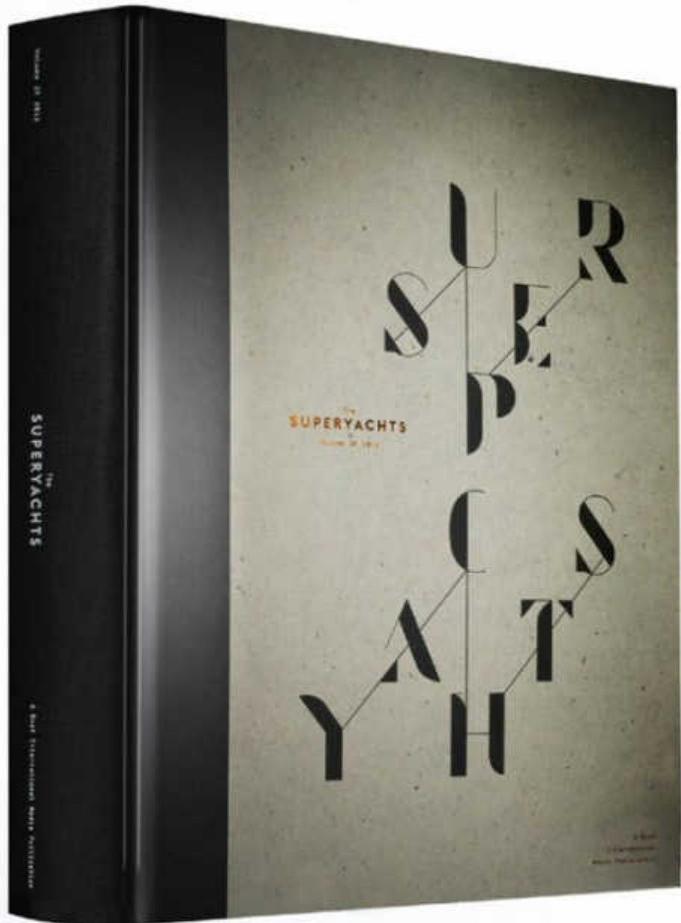
But this spa is no case of style over substance. The spa menu is also impressive, offering an array of treatments for him and her. Wellness therapies include "emotional healing" with Andrew Wallas (aka the Modern Day Wizard) and 24kt gold and apple stem cell infusion facials. For couples, a spacious private Onyx spa suite is available, while a private barber offers gentlemen a full grooming service and a signature experience that includes a cut and shave, and a smoke in the suave cigar sampling lounge. For her, the Neville Hair and Beauty salon offers caviar cures, damage control and Botox for locks.
london-spa@bulgarihotels.co.uk

Opposite: Nadja wears lamé knit dress, £480, missoni.com. This page: Chris wears towelling polo shirt, £95, orlebarbrown.co.uk. Swim shorts, £150, frescobolcarioca.com. Models: Nadja Giramata at Elite Models and Chris Peck at Models 1. Make-up by Maria Comparetto using Sisley. Hair by Keiichiro Hirano at David Artists using Bumble and Bumble

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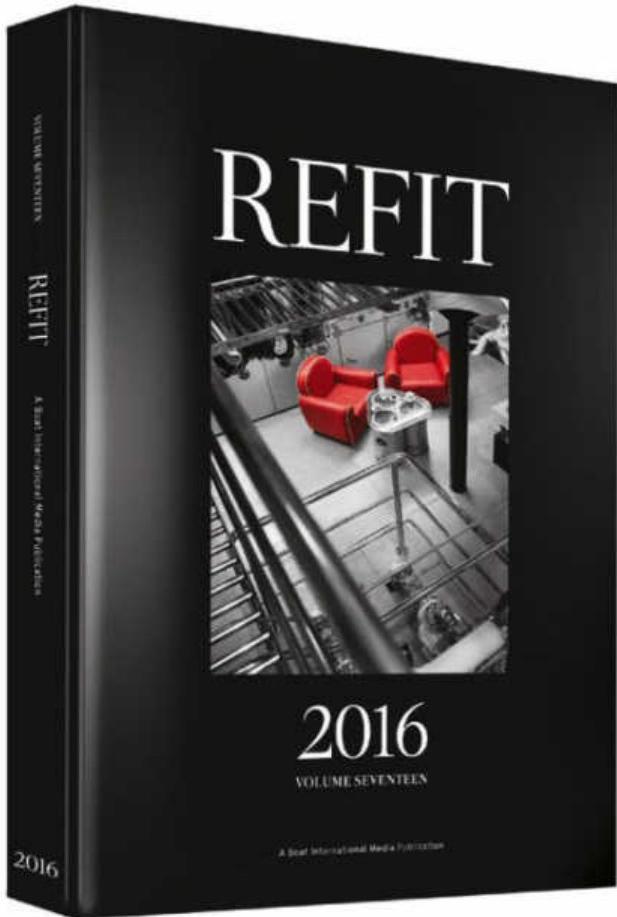
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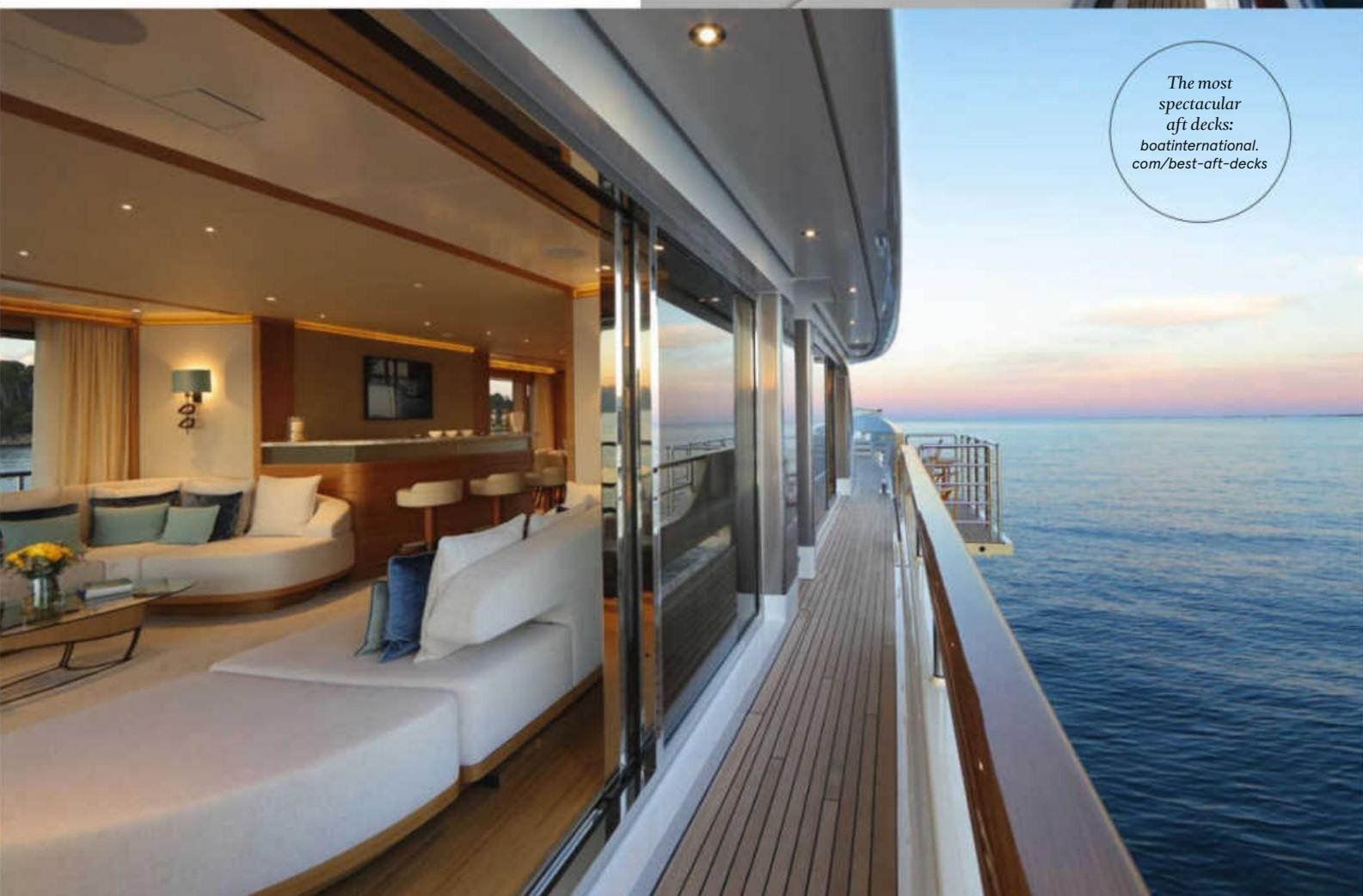
Modern FAMILY

*A feel-good yacht built for a laid-back family by a family-owned yard,
Solis is designed to be a “human boating experience”*



“Our boat has been thought of as a source of energy, joy, balance and unity for all her guests”

Above: Solis's sundeck features an intimate dining area forward and a spa pool with spacious sunpads aft. Flexibility is such that the space can be cleared to allow yoga sessions on deck, while a running machine is hidden beneath the decking for exercise. Below: the light-filled main saloon with its fold-down balcony



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Small, family-owned shipyards have their own particular charm, especially in the Netherlands where yacht building traditions run deep. Mulder Shipyard, founded in 1938, is just such a place. At one of its facilities, in Voorschoten not far from The Hague, ducks waddle out of a canal when the craftsmen take out their packed lunches on sunny days, a ritual set in motion by the sound of the lunchtime horn.

Mulder is also a growing business. In 2009 it delivered its largest custom boat to date, the 23.7 metre *Eleonore* that was inspired by classic Dutch motor yachts, and in 2010 the 28 metre *Mimi* became its flagship. At the time, managing director Dirk Mulder had the drawings for a larger, modern facility on his office walls. Post recession, when almost everyone else was battening down the hatches, Mulder decided to go ahead with the expansion, breaking ground on his new yard in early 2011. By the spring of 2013, the new facility on the Old Rhine in Zoeterwoude-Rijndijk, South Holland, which includes two building sheds and drydocks for yachts of up to 45 metres, was operational.

This blend, of the family-owned business with a reputation for quality and its spotless new facility with efficiency built in, helped earn Mulder the contract to build its largest vessel to date, the 34 metre, 315 gross ton *Solis*. The yacht's owners, who are all siblings, asked their broker for recommendations on where to build their yacht. International Yacht Register broker William Molloy and Stephen White, project manager and IYR's CEO, visited several northern European yards on behalf of their clients. Ultimately Mulder came out on top thanks to its set-up and ability to meet the aggressive delivery schedule.

"What made a big difference was that our yard is brand new," says Mulder. "They could see we have invested and that we had confidence in the future. We made the right decision [by expanding]. In the end it [*Solis*] was a decision based on quality, price and delivery time."

"We were very impressed straight away with the yard," says Molloy. "They do their own wood and steel work, and the way they do it shows plain Dutch efficiency." Indeed, Mulder subcontracts hulls and superstructures to other Dutch yards but does everything else in-house, from the metalwork, polished to a jewel-like finish, to the impeccable joinery. A full floor is dedicated to woodwork and the interior is built outside of the hull.

For design, the owners went to James Claydon and Mike Reeves, who established their studio, the Lymington, UK-based Claydon Reeves, in 2010, with many years of experience between them. They came up with the design for an unconventional looking full-displacement yacht

with a raised pilothouse and near plumb bow that combines a modern edge with classic details. The yacht eventually grew by a few metres, as projects tend to do.

The joining of hull and superstructure for BN100 (*Solis*'s yard number) in July 2014 was cause for celebration and the Mulder craftsmen marked the occasion with a barbecue. The yard's family feel meshed well with the owners' philosophy. Their goal was to build a harmonious, modern and human-size family yacht.

By the Monaco Yacht Show last autumn, she was finished and docked stern-to, revealing an impressive transom of cascading stairs that conceal the lazarette. In an empty slip to her starboard side, one of her great attributes, the fold-down balcony at the saloon level, lay open.

Light-filled, thanks to large windows and strategically placed skylights, the interior is reminiscent of the best European spas, with lots of wood and natural stone. After the heat and crowds on the dock, *Solis* and her honey-toned interior, soft, sound-absorbing carpets and high ceilings, offers a peaceful retreat.

The routes through the vessel – for example, from the aft deck to the saloon/dining area and forward to one of two VIP cabins, or down to the lower deck accommodation – offer few angles and no loud colours. Details, such as stitched leather louvres, are impeccably realised and lighting is placed to emphasise architectural features. Pictures of animals, plants and a portrait of an unadorned Brigitte Bardot are the only embellishments on the simple background. One of the owners had the job of choosing the art. "I wanted to find pieces that were harmonious but from different disciplines; some photos, some commissioned pieces," she says. "They echo the feel and the colours on the boat and her environment but they are also playful. For instance, in one of the cabins, there is a fun photo of dogs swimming. The children will like it but it's also meant to remind adults to keep a childlike wonder." As for the picture of Bardot, she says: "I always liked this image. Brigitte Bardot, like us, has great empathy for nature and animals. She is also playful in this photo and emerging from a boat. I thought it was perfect and I was happy that my siblings agreed."

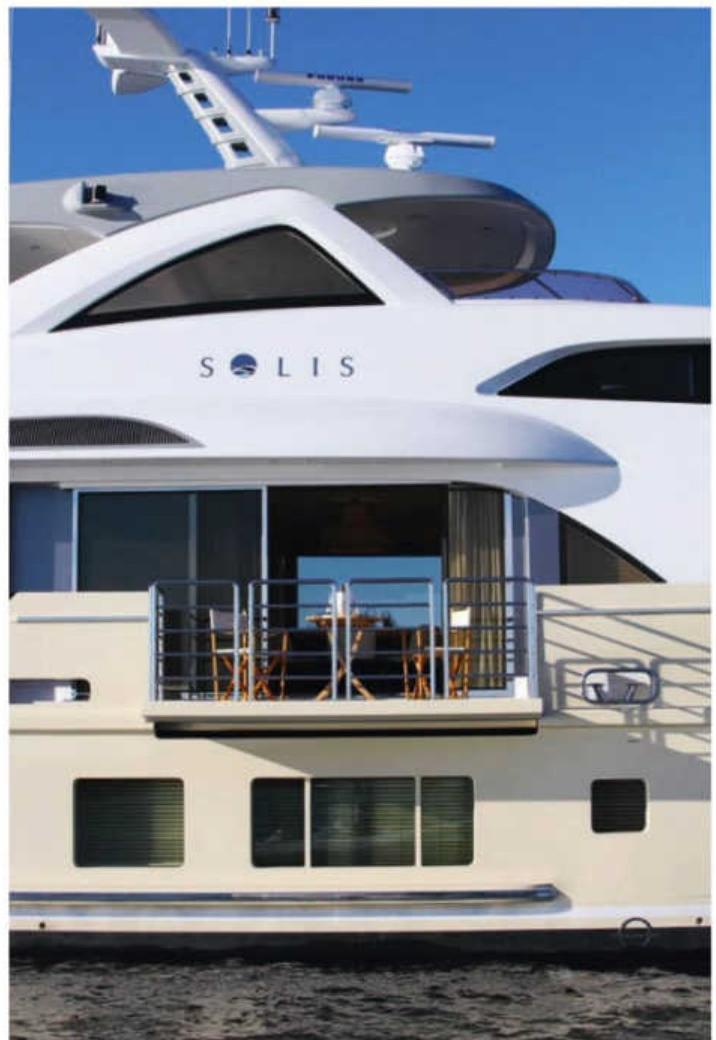
The interior shows how well Claydon Reeves translated the desires of the owners, who conceived *Solis* (which is Latin for sun or sunlight) as a kind of anti-superyacht. In some ways it feels more like the interior of a sailing yacht than a conventional motor yacht. "[*Solis*] is a human boating experience," says Molloy, who sums up her key features as being "leisure, respect for nature, well-being, luxury without ostentation".

Since its inception, Claydon Reeves has produced compelling sailing and motor yacht concepts featuring sculptural shapes, occasionally inspired by the partners' backgrounds in automotive design. The company also designs custom furniture. They approach design from an architectural point of view and find inspiration in natural forms, ►





Solis, built by Mulder Shipyard and designed inside and out by Claydon Reeves, is a finalist in four categories at the ShowBoats Design Awards 2016, including holistic design



“We wanted a boat that is stable, comfortable and that would not pollute too much. We chose stability and comfort over speed”



“The furniture pieces, like the corridors themselves, are curved. The coffee tables





are abstract, marine-inspired forms and even the beds are devoid of sharp angles”

which is evident on this yacht, even if *Solis* also mirrors the clients' wishes. The family was intimately involved in the design, entrusting White, from IYR, with all technical aspects.

“Our boat has been thought of as a source of energy, joy, balance and unity for all her guests,” say the owners. “It is meant to be a bridge between water and sky, the elements, the inside and the outside. Indeed everything is inter-related. All circulations have been thought of as flowing like water and make you feel relaxed and at home. All *Solis*'s shapes have been inspired by forms found in nature.”

Instead of using a variety of materials, the designers used oak primarily, treating it with different finishes and using the grain in various directions for subtle contrast. The furniture pieces, like the corridors themselves, are curved. The coffee tables are abstract marine-inspired forms and even the beds are devoid of sharp angles. The fabrics, paints and marbles are sand- and water-coloured, while, on the lower deck, murals in bronze and resin convey the feeling of swimming among a school of fish.

Just as sinuous as the design details are the solutions the designers adopted to make the spaces versatile on this modestly sized yacht. The top deck is split into two distinct areas: forward, there is a cosy dining area and in the aft part are sunpads and a spa pool. Part of the pool's wooden surround can be adjusted to create a bar, which can be accessed from the water or from the other side where there are stools. With these removed this deck area is a perfect space for yoga sessions and there is also a running machine hidden below the decking. The aft deck one level below is another flexible space. “The sofas here convert into a large sunlounger, creating a split-level external beach club with direct contact

with the sea. Large terrace doors connect the space with the interior and effectively create one large sea lounge,” says Reeves.

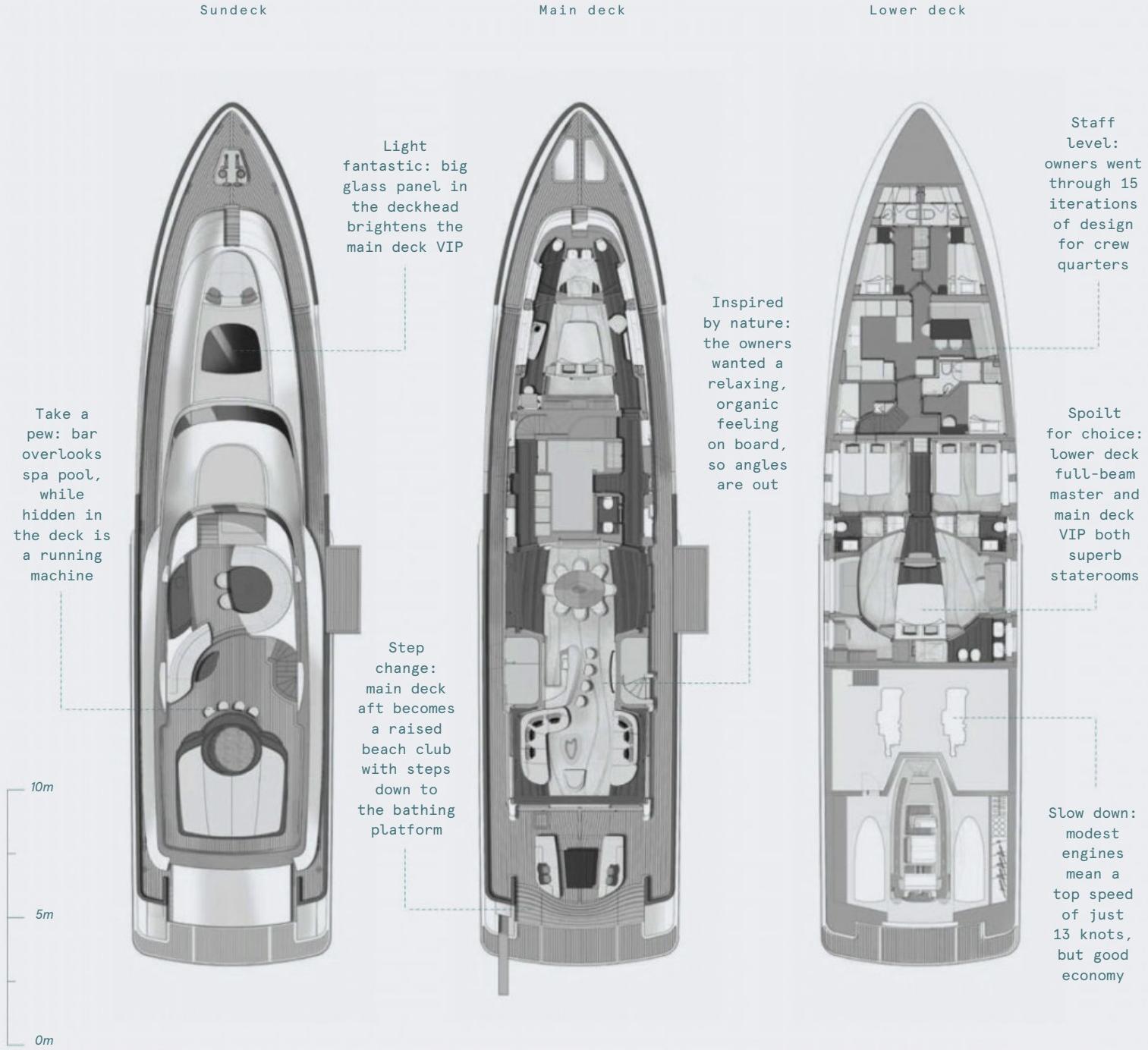
Practicality is built in with the raised pilothouse design. The crew of up to seven enjoys comfortable quarters, with a mess and cabins built to the new LY3's roomy standards. “The crew spends more time on board than we do, so we wanted them to be comfortable,” say the owners. The designers worked on 15 iterations of the crew area to maximise their space, says Reeves. They can circulate quickly and discreetly through a corridor that runs alongside and beneath the raised bridge on the port side. The bridge itself has an inviting sofa for guests to watch navigation and the extra height at which it is placed has added benefits. “We were able to give the crew a lovely pantry,” says Reeves. The pantry is connected to the main deck by a discreet door.

Even the diesel engines are consistent with the overall theme. The compact footprint of the two modestly powered Caterpillar C18s allowed more space for accommodation. “We wanted a boat that is stable, comfortable and that would not pollute too much. We chose stability and comfort over speed,” the owners say. The displacement yacht, which features naval architecture by Van Oossanen, has a top speed of 13 knots and a transatlantic range. Accordingly, the owners are planning trips to diverse locations, from the Mediterranean to the Caribbean and the Norwegian fjords. In the Caribbean, they are thinking of sharing *Solis* with others and are considering a charter programme.

“*Solis* was a successful project that has been a pleasure to be associated with,” says White. Mulder has since begun another collaboration with Claydon Reeves, on a second and larger yacht. It seems that *Solis* may be starting a family of her own. ■

SOLIS

MULDER SHIPYARD



LOA 34m	Speed max/cruise 13 knots/10 knots	Freshwater capacity 8,070 litres	Construction Steel hull; aluminium superstructure	Naval architecture Van Oossanen Naval Architects	Builder/year Mulder Shipyard/2015
Beam 8m	Range at 10 knots 3,800nm	Tenders 1 x 5.7m Williams Dieseljet 565	Classification RINA LY3, Unrestricted/MCA	Exterior styling Claydon Reeves	Zoeterwoude, Netherlands t: +31 71 561 23 25
Draught 2.15m	Generators 2 x Onan 63kW	Owners/guests 8	Interior design Claydon Reeves	e: info@muldershipyard.nl	w: jachtwerfmulder.nl
Gross tonnage 315GT	Fuel capacity 36,000 litres	Crew 7			
Engines 2 x Caterpillar C18 500kW					



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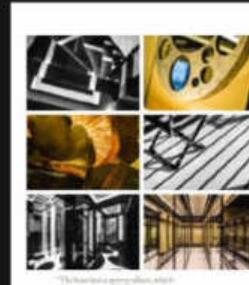
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FAR AND WIDE

Exploring is the new cruising and Sanlorenzo has broadened its horizons with the 460Exp, a go-farther adventure-seeker, with luxury fitted as standard

Words - Kate Lardy

Photography - Beppe Raso Lightline







Above: Moka's beach club, complete with bar area, is where the owners spend a lot of time while at anchor. Below left: the light, modern interior is styled by Sanlorenzo's in-house team



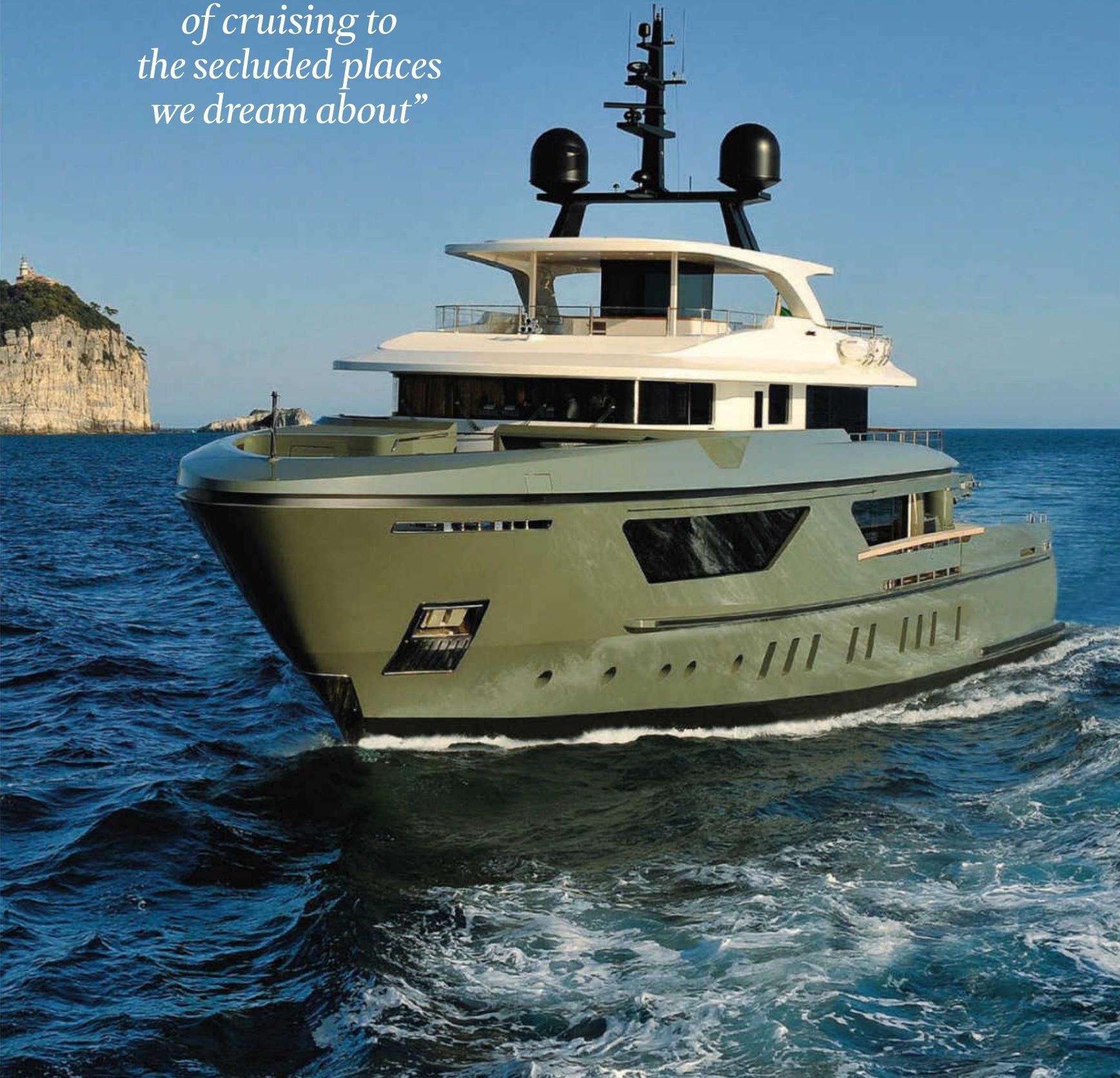
These days it's not owning a yacht, as such, that matters; it's what kind of yacht you own. And, now that the financial crisis has passed, wealthy folk are becoming more discriminating again in their tastes and more adventurous in their appetites. Today it's about owning the right kind of yacht, and, increasingly, this means one capable of exploring the world.

That was the rationale behind Sanlorenzo breaking into the explorer yacht market with the Italian yard's 460Exp – the 460 refers to its gross tonnage. Boat International Media's 2016 *Global Order Book* confirms the burgeoning market for owners who want to go further and farther. The number of expedition yachts in build is up 17 per cent compared with the 2015 book, the biggest increase of any category. Granted, this style of boat makes up only 7.3 per cent of the total new build market, but its gains are apparent when you compare it to the 4.1 per cent share of five years ago.

Whether it's because yacht owners are becoming more adventurous in what technology and media is making a shrinking world or perhaps those with means are getting more particular about their diversions, Sanlorenzo has picked up on the trend. As Massimo Perotti, chairman of Sanlorenzo, says: "We began to get the perception that our clients were starting to feel the need to get beyond the experiences and sensations they had been used to."

This certainly describes the client that has bought Sanlorenzo's ►

*“It has the at-home
feeling we love
about our yacht
and it is capable
of cruising to
the secluded places
we dream about”*







first explorer yacht. They are experienced owners who have based their previous yachts in the Med but the 460Exp – which they call *Moka* – will be their first expedition yacht and they intend to stretch her legs.

In shopping for their next yacht, they looked for boats that could take them on extended trips to expose their children to new places and experiences. “We are an active family with three children and we love to travel to far-off locations,” says the wife half of the owning couple, who live in New York. “Our days are spent on excursions, learning more about where we are, on hikes, visiting villages, shopping at local markets, touring the coastline by tender and doing lots of water sports.

“We looked for something that we felt represented our family but could not find something that was substantial, rugged, yet luxurious enough for long trips,” she continues. “Then we found the Sanlorenzo explorer. It strikes the perfect balance between design and functionality. The people at Sanlorenzo have put a modern and technological twist on what is considered a working boat. It has the at-home feeling we love about our yacht and it is capable of cruising to the secluded places we dream about.”

Moka's workboat qualities are obvious at first glance. “We mixed two different worlds,” says Francesco Paszkowski, the Florence-based designer who was responsible for the boat's exterior styling. “The purpose was to design a luxury yacht while keeping the appearance of a commercial boat, combining safety with maximum comfort.”

With the superstructure shifted forward, the main aft deck is a spectacular space. Its centrepiece is a Chris-Craft Capri 21, in matching livery to the hull's olive green. A hefty four-ton crane here can lift and stow anything up to 10 metres on this deck. Yet, when cleared at anchor, this space becomes a vast sunning or party deck.

That's the key to this explorer. Yes, she's got that practical aft deck and high all-weather bow, but this is coupled with plenty of white-boat amenities and Sanlorenzo's refined style inside and out. In addition to strong, imposing lines, Paszkowski also included wide glass windows to allow plenty of light and magnificent views, a congenial beach club with a bar and, the pièce de résistance, an infinity pool with contra-jet on the main deck. The interior design, done in-house by the Sanlorenzo team in conjunction with the owners, is light and modern and eminently liveable. A light-dark contrast of white oak and mahogany is the backdrop for low-slung contemporary furniture, sumptuous carpets and wall panels in exotic materials.

At 42.2 metres, the 460Exp is a manageable size, with a reasonable 2.5 metre draught that won't exclude it from many anchorages. From tank to top deck, she has plenty of volume for self-sufficiency. “The amount of space on board is amazing,” says the owner. “There are six cabins so we can bring friends and family on our vacations. Each of us has our own space, which is important on long trips. There are three exterior decks, so we have enough room to carry all the water toys and a large tender. When we are under way, and the decks are packed with all of our toys, the boat still feels very stable. It is a relief to know everyone is comfortable.”

There was enough room to forgo one guest cabin below decks in favour of a gym, still leaving three double cabins and two twins on the lower deck, all with spacious en suites. This is in addition to the

main deck master suite, which encompasses his and her bathrooms and a large dressing area.

“One of the things that makes the layout of the decks special is the way they are distributed,” says the owner. “There is an area to use every moment of the day. Usually we have breakfast in the upper deck saloon, then spend time between the beach club on the swim platform and the huge aft deck. Later in the afternoon we all meet on the sundeck to catch up and relax on the loungers. We'll have dinner together and watch the sunset. The views of the ocean from the sundeck are truly breathtaking.”

High operational functionality supports long cruises. The crew quarters for six, forward on the lower deck, are generous and the captain's cabin is ideally situated adjacent to the wheelhouse. A tank deck gives extra space for laundry and stores, including four refrigerator/freezers. Large pantries on all decks ease service and the crew's separate staircase nearby to port keeps the flow neatly separate from the guests.

In the engine room, the engineer enjoys a separate control room, not common on 42 metre yachts, and reliable Caterpillar C32s provide a good range of more than 4,000 nautical miles at 11 knots. The engines, at just over a modest 1,300 horsepower apiece, also offer excellent fuel economy. It is one of the features that earned *Moka* RINA Green Plus certification, which was another draw for the owners. This is based on the environmental index that scores a yacht on its ability to mitigate 12 pollution sources.

The first 460Exp sold soon after her launch last summer and, in the few months since, three more have gone under contract. The model seems to have garnered worldwide appeal, with the subsequent clients hailing from Mexico and Switzerland, and at least one affirming that he wants to go around the world in his new boat.

The differences between the first few hulls illustrate the amount of customisation possible. The second hull adds a gym to the top deck and a media room to the lower deck, and instead of the beach club there's a lazarette and an extra cabin for the engineer aft. The third hull shows yet more variation, relocating the galley to the lower deck to make room for an oversized master suite on the main and there's a top deck spa pool in lieu of the swimming pool. Sanlorenzo points out that it's even possible to have another infinity pool below decks in the space where *Moka* has a gym and to situate the master suite on the upper deck behind the bridge.

The 460Exp's initial success bodes well for the Italian builder and confirms Perotti's instincts. Could there soon be an extended explorer range to match Sanlorenzo's SL (planing) and SD (semi-displacement) lines? Perotti doesn't rule it out.

“Today we are dealing with a market that has changed considerably compared to what it was in the two decades before the crisis. Our expert and mature clientele is looking more and more for boats that can fit their special needs. The explorer line represents one of these specific areas of interest.”

Watch this space. ■

“We mixed two different worlds; the purpose was to design a luxury yacht while keeping the appearance of a commercial boat”



Above: white oak and mahogany make for a modern, contrasting interior, enhanced by designer Francesco Paszkowski's wide windows that frame the breathtaking views from the main deck saloon



The main deck master suite, above, has his and hers bathrooms and a large dressing area





Above left and right: the upper deck saloon is the perfect spot for breakfast. Top right: the wheelhouse, which has a captain's cabin adjacent. Below: a four-ton crane can handle all of Moka's toys

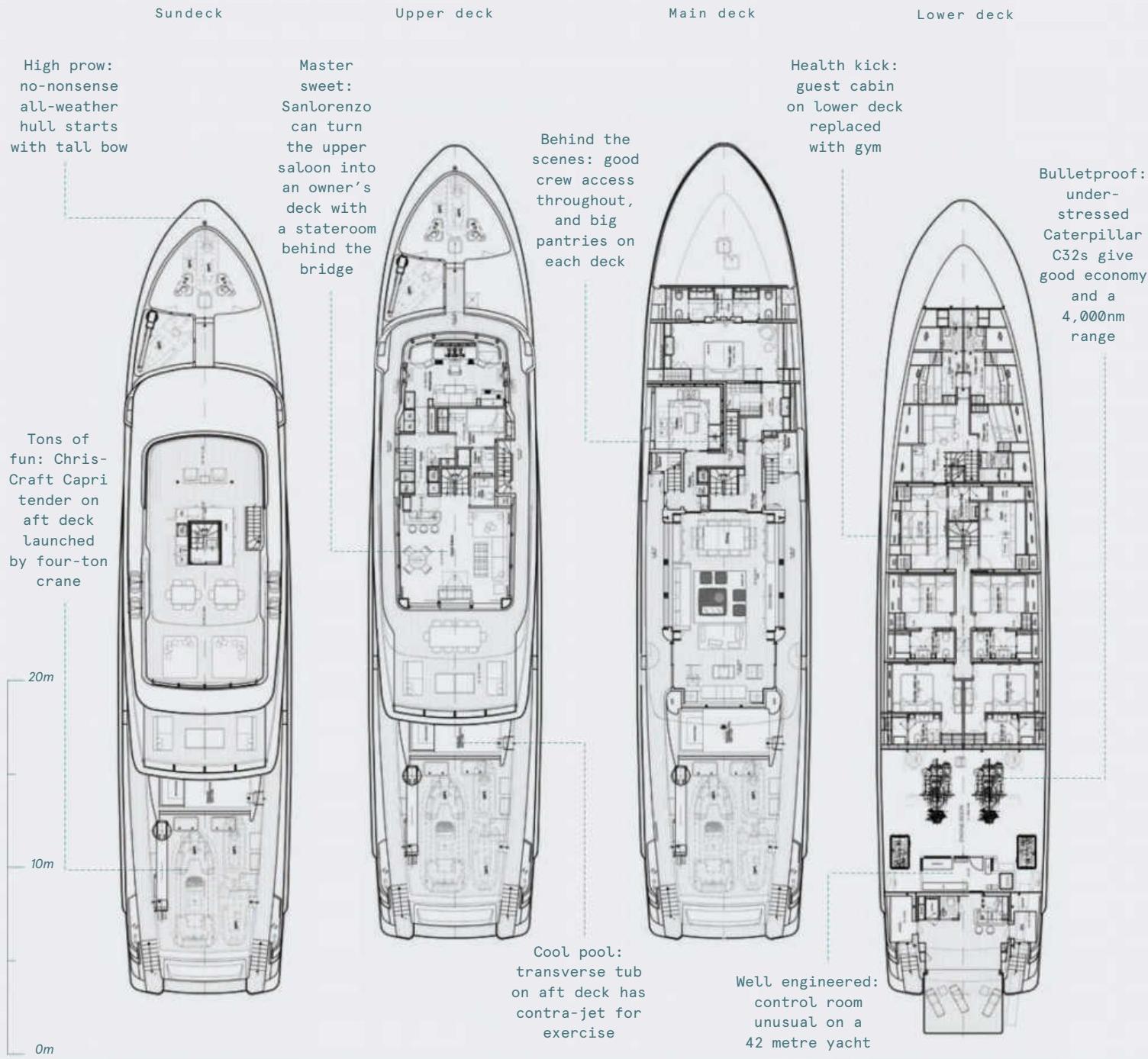




“The amount of space on board is amazing. Each of us has our own space, which is important on long trips”

MOKA

SAN LORENZO



LOA 42.2m
LWL 38.2m
Beam 9.4m
Draught (full load) 2.5m
Displacement (full load) 435T
Gross tonnage 460GT

Engines 2 x 1,319hp Caterpillar C32
Speed max/cruise 16 knots/11 knots
Range at 11 knots 4,000nm
Generators Capri 21; 1 x 8.5m Lomac Adrenalina

Fuel capacity 50,000 litres
Freshwater capacity 8,000 litres
Tenders 1 x 9m Chris-Craft Capri 21; 1 x 8.5m Lomac Adrenalina

Owners/guests 12
Crew 9
Construction Steel hull; aluminium superstructure
Classification C* Hull. Mach; Y

Naval architecture Sanlorenzo
Exterior styling Francesco Paszkowski
Interior design Sanlorenzo

Builder/year Sanlorenzo/2015
Viareggio, Italy
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e: welcome@sanlorenzoyacht.com
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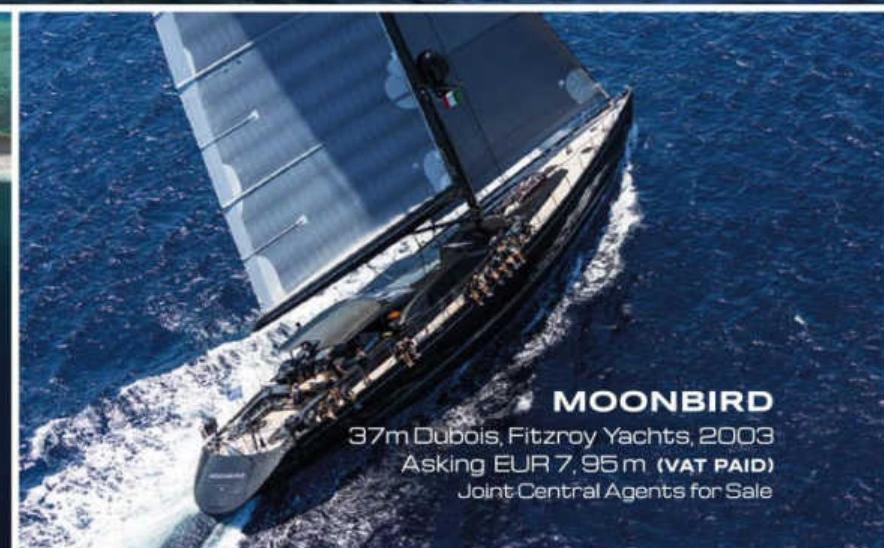
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40m Holland Jachtbouw, 2012
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SALPERTON IV

45m Sloop, Fitzroy Yachts, 2009
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MOONBIRD

37m Dubois, Fitzroy Yachts, 2003
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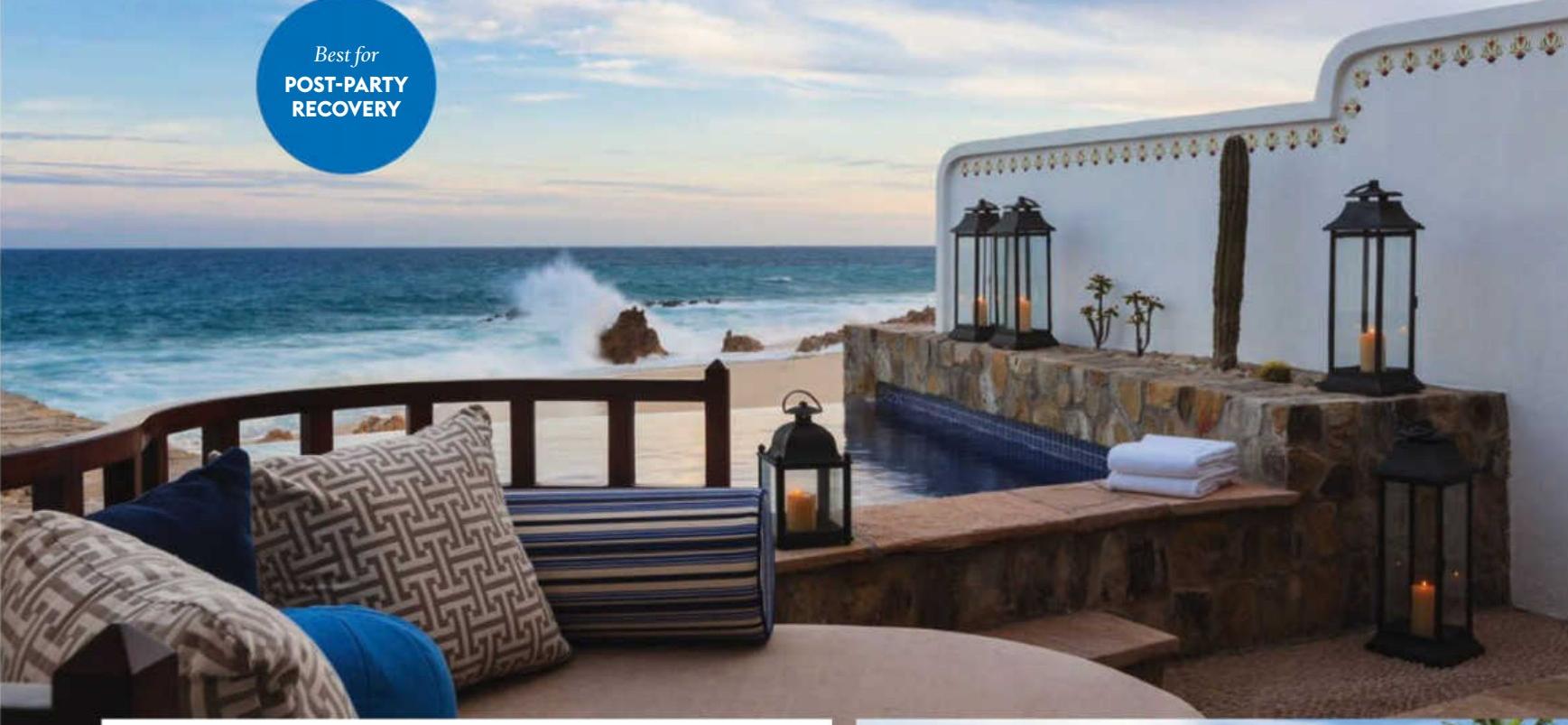


Luxurious ocean-side sanctuaries worth leaving your superyacht for

Edited by – Olivia Falcon

A Pool Casita Suite at Palmilla and, below, the infinity pool at the resort's Villa Cortez, available for private hire

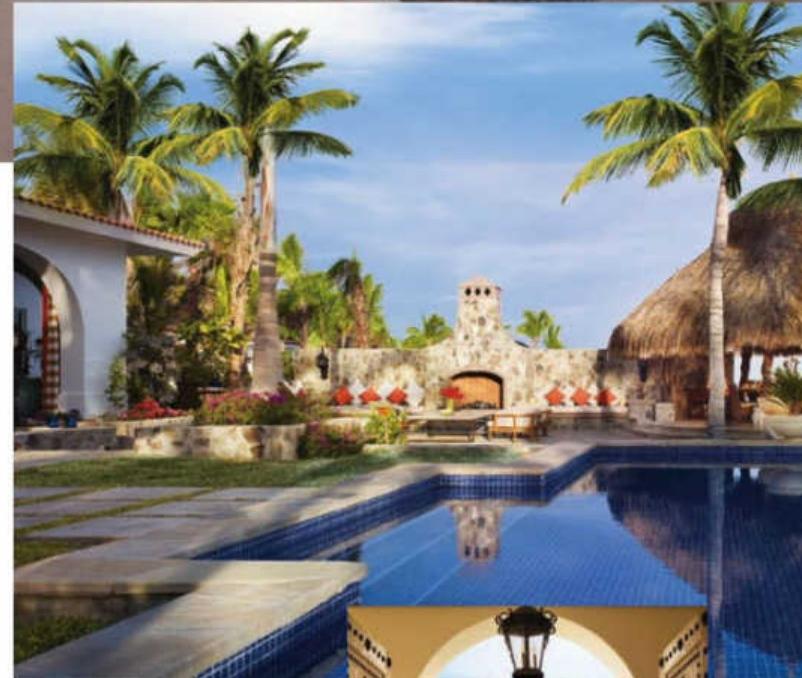
Best for
POST-PARTY
RECOVERY



ONE&ONLY PALMILLA

San José del Cabo, Mexico

► Perched on the tip of the Baja Peninsula, flanked by unspoilt beaches where turtles hatch, boat people catch the elusive blue marlin and grey whales come within arm's reach of your yacht, this is the place to immerse yourself in nature. The people-watching isn't bad either, as Hollywood types decamp here, post awards season, to detox, recharge and possibly retox. And who can blame them - the margaritas on board the hotel's Azimut 40S yacht are so good. Once a private finca with its own chapel, the hotel features elegant stone and marble interiors peppered with hidden hammocks and scatter cushions in bright Mexican weaves. It's the perfect place to lay weary bones and focus on not much at all. The spa here is full of clever cleansing tricks, from the soothing poultices, made from herbs grown in the spa garden, to the body contouring and abdominal massage, which visibly shrinks your stomach in a matter of moments - just ask for Francesco's healing hands. And there are two new grooming salons: for boys, it's a wet shave and scalp massage at Barber and Blade, a traditional one-seat barber shop; while girls get primped with boat-proof blow-dries at the OBO Salon, an outpost of LA-based, celebrity hair stylists Jonathan and George. palmilla.oneandonlyresorts.com



DETOX WONDERS



Fresh Sake Bath

Made with more than 50 per cent detoxifying sake, this tension-easing bath soak brings a whole new meaning to the phrase "hair of the dog". £63, fresh.com



Elemental Herbology Detox Botanical Bathing Infusion

Stimulate a sluggish lymph system with grapefruit, juniper berry, rosemary and geranium. £20, elementalherbology.com



The Organic Pharmacy Liver & Kidney Drops

This powerful herb combo supports the liver and kidneys - a perfect antidote to the party season. £11.50, theorganicpharmacy.com





CHEVAL BLANC ISLE DE FRANCE St Barths, Caribbean Leeward Islands

► Described by one resident as like New York club Studio 54 in its heyday, the St Barths peak-season party merry-go-round can quickly take its toll. Those in the know come to ground themselves here, among the tropical palms and frangipani that surround this white-washed, wafty-curtained spa. Parched skin is plumped, tired eyes brightened and party-pooped bodies revived using a well-curated collection of Guerlain treatments, with a focus on after-sun care. Too tired to make a decision? Simply put yourself in the hands of one of the uniformed “beauty coaches”, who combine expert clinical know-how with a liberal dash of French showmanship. stbarthisledefrance.chevalblanc.com

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FAENA HOTEL Miami Beach, USA

► Step off your superyacht and into the super spa of the moment. Faena is Miami's hippest new hotspot, on the site of the former Saxony Hotel, a one-time Sinatra watering hole where film director Baz Luhrmann and his costume/set designer wife Catherine Martin have been busy creating an epic spa sanctuary reminiscent of one of their lavishly colourful films. It's *The Great Gatsby* with a South American twist: fish-hook chandeliers, paper art installations and Eden-like floral murals offer a visual feast to rival the panoramic views out on to Miami Beach. Expect the unexpected at the hotel's Tierra Santa Healing House spa. There's a sorbet cart in place of a juice bar, a wet spa with a waterfall and your massage is delivered by a mystical spa shaman. The mud, scrubs and oils, all made with healing ingredients from the Amazon, will prove the perfect antidote to that morning-after-the-night-before feeling. Complete your recuperation at the hotel's own bikini boot camp, with its paddleboarding classes and hardcore triathlon club. faena.com





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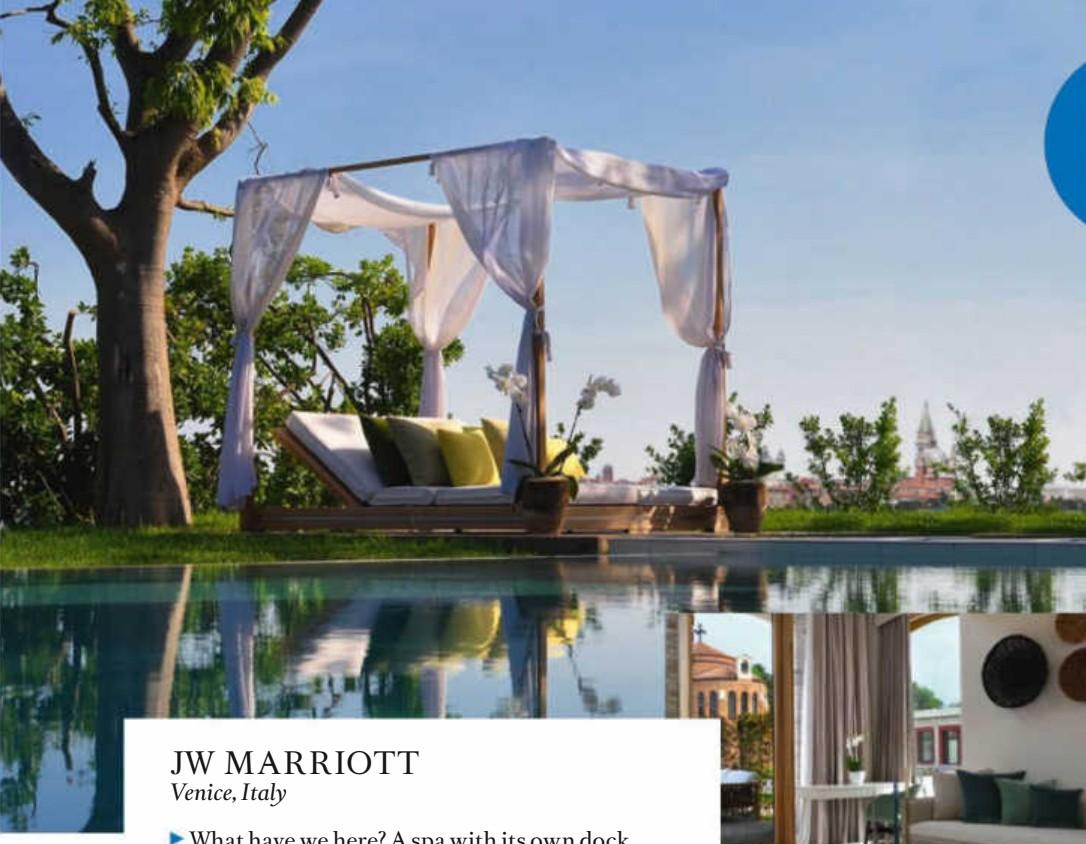
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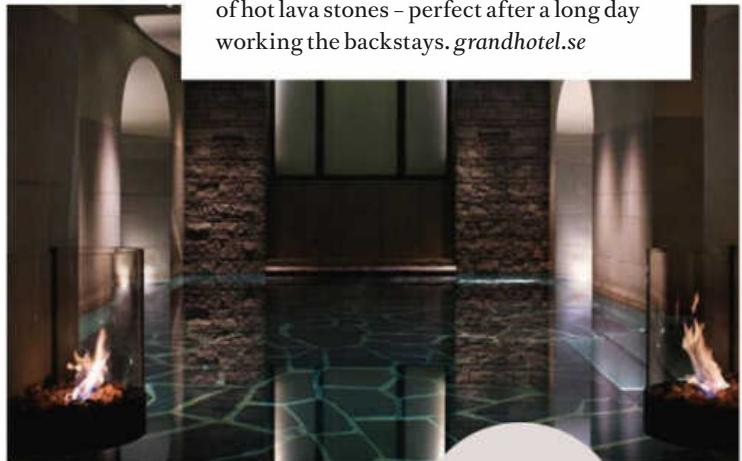
1782



JW MARRIOTT Venice, Italy

► What have we here? A spa with its own dock, so you can rock up, tousled from a turn around the lagoon, and hop straight on to a treatment bed. Built on a private island, on the grounds of a former hospital for respiratory disease, JW Marriot's GOCO Spa Venice is a breath of fresh air. Clean, white lines, porthole windows and outdoor decks looking across to St Mark's Square make it the ideal retreat from the crowds and velvet brocade stuffiness of old school Venice. QMS Medicosmetics is at the helm with its famous skin-brightening oxygen facials and collagen-boosting formulas. Guests can detox in the hammam, with its lung-cleansing salt wall, tone up in the aqua tonic pool with massage jets set to key metabolism-boosting points or wind down with alfresco yoga in the herb garden. It's a total body reboot. jwvenice.com

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best onboard spas:
boatinternational.com/best-yacht-spas



HOTEL ARTS BARCELONA

Catalonia, Spain

► Resplendent on the 43rd floor of a slick beachfront hotel – just one floor from the top – the views of the city from 43 The Spa are staggering indeed. The treatments are spine-tinglingly good, too. Kick-start the proceedings with a circulation-boosting whirl around the circuit of vitality pools, steam rooms and ice fountains. Then switch the chromotherapy mood lighting to a soothing blue before you sample the wickedly indulgent spa treats from Natura Bissé, Spain's most innovative skincare brand. Everything here looks tempting, but if you sign up for only one treatment, make it the 43 Sea Experience. The therapist uses deep-tissue chiropractic techniques followed by pressure manoeuvres with small sea shells. It's so relaxing most people struggle to stay awake. hotelartsbarcelona.com

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GATSBY

Filippetti Yacht | 2014 | 30m (98ft)

Guest: 12 in 6 Cabins

① Chartering in EAST & WEST MEDITERRANEAN

Charter Rate: EUR 80,000 p/w

OCEAN SEVEN²

Trehard | 1998 (refit 2013) | 32m (105ft)

Guest: 8 in 4 Cabins

② Chartering in NEW ZEALAND & FRENCH POLYNESIA

Charter Rate: USD 49,000 p/w



ELEONORA

Van Der Graaf I 2000 (refit 2008) I 50m (162ft)
Guest: 8 in 4 Cabins

③ Chartering in SOUTH OF FRANCE 

Charter Rate: EUR 75,000 p/w



SHAMOUN

Jachtwerf Klaassen I 1999 (refit 2008) I 33m (108ft)
Guest: 8 in 4 Cabins

④ Chartering in NEW ZEALAND & INDONESIA

Charter Rate: USD 51,500 p/w



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SEVEN SINS

Heesen I 2005 (refit 2015) I 43.80m (143ft 8in)
Guest: 10 in 5 Cabins

⑤ Chartering in FRENCH POLYNESIA

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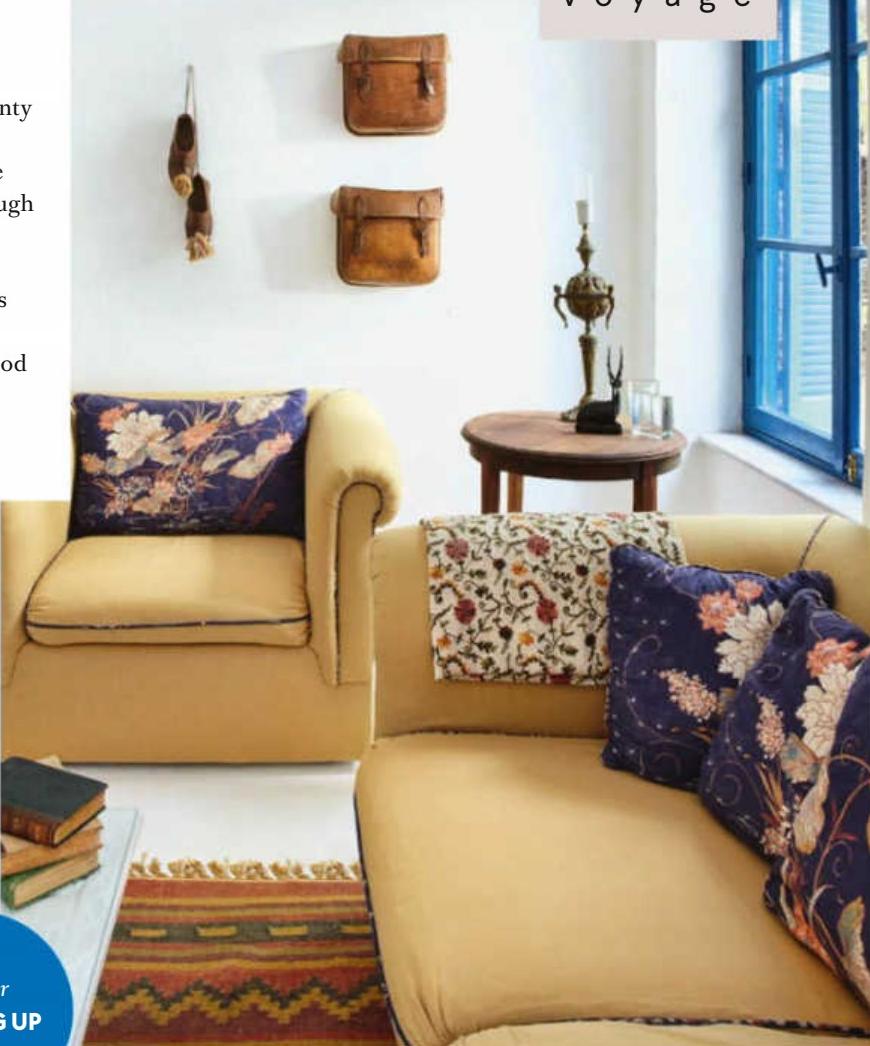
SILVER ISLAND YOGA

Sporades Islands, Greece

► This private island off the northern end of Euboea accommodates a maximum of 10 guests – choose your boat mates carefully! There's plenty of anchorage off the island's glorious beaches, so disembark from your yacht for a week of digital detox (there's no WiFi, TV or clocks) and tune your body to nature's rhythm. With two daily yoga classes, hiking through verdant olive groves and swimming in the cerulean sea, it's the perfect salve for the stresses of the modern world. The yoga shala (formerly a helipad) has views out to sea from its hilltop perch, while spa offerings range from Thai massage and Reiki to customised organic facials and full Ayurvedic health consultations. Gourmet vegetarian meals – so good a cookbook is in the works – are served alfresco. There are no maps on Silver Island, discovery is all part of the joy, but do book at least a year in advance to rent the entire place. silverislandyoga.com



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► A perfect release from the grind of the urban hamster wheel, these outdoorsy retreats, set in easily anchorable destinations such as Zanzibar, Crete and the Scottish Highlands, are all about channelling animalistic athleticism and "re-wilding" yourself in nature. Barefoot running, climbing trees, lifting rocks and jumping in the sea rather than sweating it out in the gym are the order of the three- to seven-day retreats. There's never a dull moment as the schedule balances outdoor training sessions (team sports are encouraged) with massage and workshops that cover a range of issues, from healthier ways of dealing with stress, to assessing your running style to avoid injury. Guests return back on deck with a leaner, stronger body – and a child-like *joie de vivre*. wildfitness.com

BODY BOOSTERS



Rodial Super Fit Tummy Tuck
Using skin-tightening ingredients for an instantly tauter midriff without the trauma of surgery. It must be worth a shot. £65, rodial.co.uk



Clarins Bust Beauty Extra-Lift Gel
For a more defined look, start to apply a month before you go away. The oat sugars are said to create an invisible "natural bra". £43, clarins.co.uk



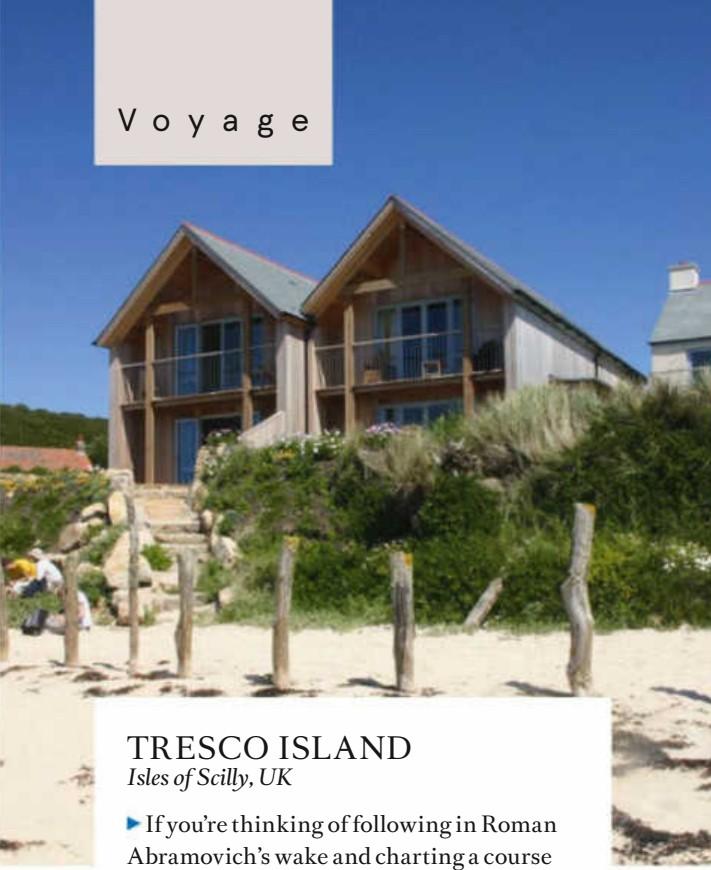
Sisley Cellulinov
Beach-beautiful thighs courtesy of this anti-cellulite formula that uses longan and Indian lotus seed extracts to slow new fat cells. £142, sisley-paris.com



Rahua Body Amazon Oil
This natural oil is loaded with youth-enhancing omega-3s and antioxidants. Mist on for a healthy glow. £47, rahua.com/uk



Mio Workout Wonder Invigorating Muscle Gel
Missing your personal trainer this holiday? This herbal cocktail might be the next best thing, with its V-Tonic, arnica and other boosters. £21, mioskincare.co.uk



TRESCO ISLAND *Isles of Scilly, UK*

► If you're thinking of following in Roman Abramovich's wake and charting a course around Britain this summer, the Isles of Scilly should be top of your itinerary. This cluster of beautiful, tropical-style islands, with its unique microclimate, is just the place for an Enid Blyton-style adventure. Anchor at New Grimsby quay and let the kids roam free (there are no cars on the private island resort of Tresco). They will love the Sailing Centre, which offers excellent sailing, kayak and paddleboard sessions, while you bag yourself an afternoon's peace. Treatments by organic brand Ila are skin-smoothing, soul-brightening and heavenly smelling (even the Marine Algae body wrap). And the Ila Kundalini Back Massage, designed for "emotionally exhausted souls", is a winner with men, too. tresco.co.uk

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*Best for
BRINGING
YOUR BROOD*



AMILLA FUSHI

Maldives

► An island paradise that's chic without being chichi, this gives parents a proper holiday rather than simply a change of location. There are cool, cube-like "Ocean Lagoon" villas and spectacular tree houses, but if you're travelling with tinies it's best to book one of the sumptuous beach villas. Treatment rooms at the Javvu spa are set in private pods dotted between (and some up) the Banyan trees. Choose from collagen facials, mind-blowing massages designed by a lady who honed her craft with ancient African tribes, Margaret Dabbs medi-pedis and Ila body wraps set to a soundtrack of Sanskrit chanting that resonates to lower your heartbeat. Your kids, meanwhile, will love the Maldivian lounge, where you can dip into the spa "mini-bar", crammed with oils and scrubs. amilla.mv

The Aegean provides a stunning backdrop



MANDARIN ORIENTAL *Bodrum, Turkey*

► Located on the north coast of the Bodrum Peninsula, a destination that's currently sizzling hot with superyacht owners, this resort is a great choice for families. Rooms are big enough for bounding, the restaurant has a sweet shop, there's a dedicated children's pool, playgrounds and the MiniMO Panda Club, which will entertain your four to 12 year olds. If you book the VIP sea-facing apartment, which features its own hammam, sauna and spa pool, you might even raise a smile from that sulky teenager. The spa offers a myriad of treatments using olive oil, local pumice stone, honey and herbs from the resort's organic garden. If you venture out for some adult time, head for the grand, white marble hammam. A Turkish delight: you'll be laid on warm stone, brushed with soft muslin until you're heaped with cloud-like piles of bubbles, gently scrubbed and massaged. You might even forget you have a family. mandarinoriental.com



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Chic cruising comfort



Dazzling metallic blue paintwork and a vertical bow make Philmi one of the most eye-catching yachts in the Mediterranean. Cantilevered decks, a translucent 'Ice' bar with colour-changing LEDs, a beach club and Swarovski crystal panelling in the big open lounge – Philmi is equally unique, inside and out. This summer, charter a yacht that is distinctively different.

ISA, 2014, 43.25m / 142 ft, 10 guests, from €170,000 per week

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SONG SAA Cambodia

► Whether you're burnt out, broken-hearted or going through a bereavement, this private island resort off western Cambodia, close to the yacht-friendly waters of Thailand, offers life-changing wellness programmes that concentrate on healing the soul. Treatments focus on energy work, connecting with nature and your spiritual self. You might find yourself floating in a Marine Flora Immersion bath laced with various seaweeds to improve energy and circulation, or, for a seismic shift, try a Lunar Ritual - lying in the shallows of the seabed at full moon with a scuba regulator and headphones for guided meditation. It's truly an out-of-body experience. Guests are also encouraged to interact with the on-site marine conservation team, who organise excursions nurturing coral repopulation, or join the Song Saa Foundation to help out at art classes for local children. This is pure soul food. songsaa.com

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MENDING**



Ila Bath Salts for Inner Peace
Its Himalayan salt crystals are rich in minerals and scented with meditative sandalwood and relaxing jasmine. £49, ila-spa.com



Diptyque Precious Oils for Body & Bath



Origins Calm to Your Senses Lavender & Vanilla Oil for Bath and Body
A blend of the two most soothing smells known to man make this balm just the thing for an instant mind and body reboot. £24, origins.co.uk



Aromatherapy Associates Deep Relax Bath & Shower Oil

This could just as easily be called Sleep in a Bottle. One capful before bed and you'll be out like a light. £45, aromatherapy-associates.com



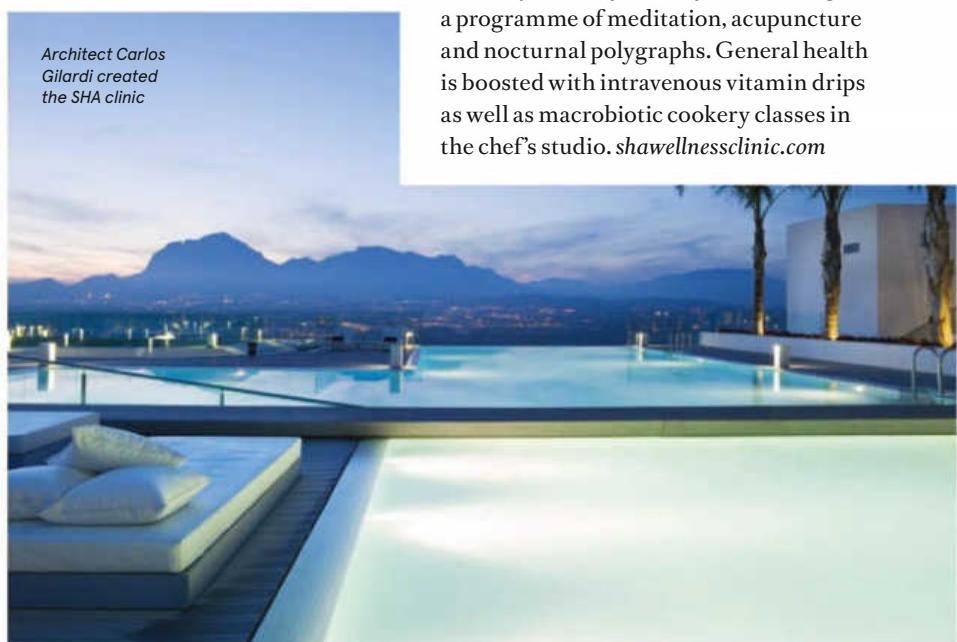
Aesop A Rose By Any Other Name Body Cleanser

Be instantly transported to a happier place with this cleanser scented with rose petal oil. £17, aesop.com/uk

SOOTHING SCENTS

SHA WELLNESS CLINIC Alicante, Spain

► This award-winning clinic offers a full medical menu in a warm and pampering environment that feels rather more caring than clinical. There's revolutionary work going on here and you can be one of the first to try pioneering cognitive stimulation. It uses electrodes to monitor brain activity, identify weakness and prescribe exercises to strengthen key neural pathways for protection against early dementia and Alzheimer's. If getting a good night's sleep is the problem, check into the specialist clinic to reset your body's biorhythms through a programme of meditation, acupuncture and nocturnal polygraphs. General health is boosted with intravenous vitamin drips as well as macrobiotic cookery classes in the chef's studio. shawellnessclinic.com



Architect Carlos Gilardi created the SHA clinic



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WINNER

FOR THOSE WHO WANT THE BEST

Moran Yacht & Ship are pleased to announce their position as exclusive worldwide charter brokers for the finest charter vessel available in the world, the 95m Lürssen built KISMET. This magnificent eight stateroom motor yacht features an interior that will undoubtedly be the most admired and talked about on any yacht yet built. With features such as the unique winter garden deck, relaxing full-service spa, enormous swimming pool and a one of a kind retractable outdoor fireplace, KISMET will be the most sought after charter yacht in the world. With the owner of this superb ship only permitting us to place eight weeks of charter onboard per year, we strongly suggest that any person that wishes to charter the best, contact **Moran Yacht & Ship** today for additional information.



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T: +7 (495) 98 480 98

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6 Christies Landing
Newport, RI 02840
T: +1 (401) 619-5820

UK
82 Christchurch Road
BH24 1 DR, UK
T: +44 (1425) 522014

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FACE SAVERS

Darphin 8-Flower Nectar



Made from the finest essential oils, this radiance restorer absorbs straight into your skin for a lovely glowing complexion. Bliss in a bottle. £95, darphin.co.uk



ilā Gold Cellular Age-Restore Face Cream

Our favourite spa brand gets another gold star for this deeply moisturising face brightener. £120, harrods.com

Best for
SKIN
SOFTENING



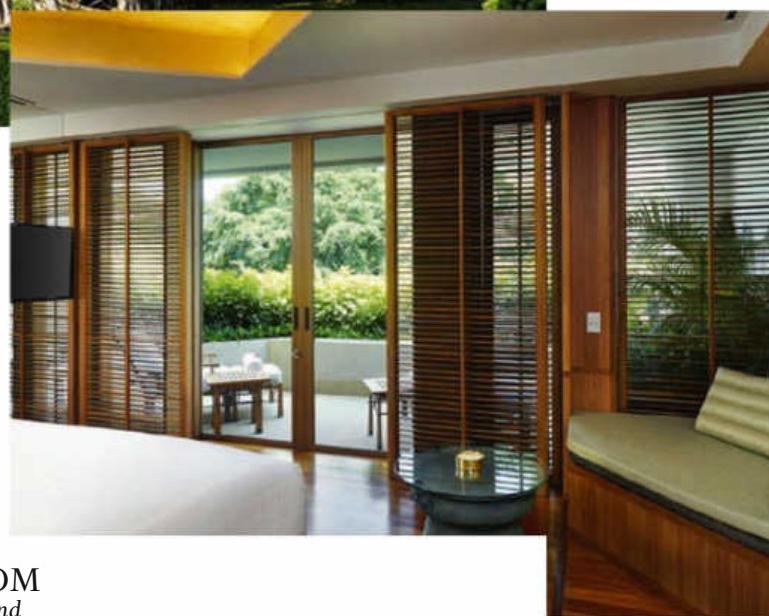
Espa Optimal Skin ProMoisturiser

This lightweight day cream packs a hefty hydrating punch and comes with a heady floral scent. £45, espaskincare.com



Kiehl's Daily Reviving Concentrate

Revitalise skin and strengthen resilience against daily aggressors using the powerful blend of natural ingredients in this lightweight day oil. £36, kiehls.co.uk



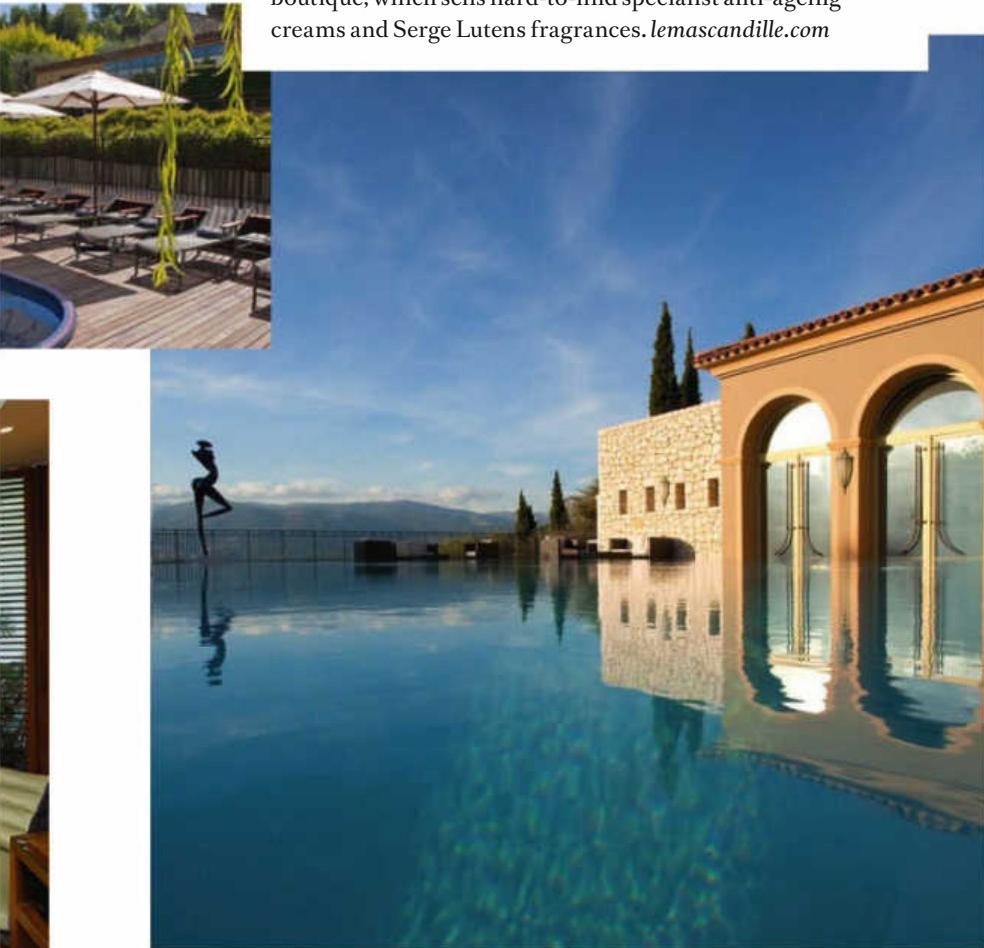
CHIVA-SOM Hua Hin Thailand

► You have probably heard of Chiva-Som's body-changing yoga and fitness programmes, its tasty detox menus and uplifting healers. But the little-known Medi-Spa is the real game-changer here. With enough skin-tightening lasers to rival a top London clinic and US-trained dermatologist and surgeon Dr Niwat Polnikorn at the helm, this is one of Asia's best-kept anti-ageing secrets. The mission here is not to chase individual lines and wrinkles but to subtly rejuvenate the face as a whole. Botox and fillers are deftly used alongside a shot of Fraxel to resurface skin, or Ultherapy (ultrasound toning) to lift and tighten the jawline. Scrutinise the effects with before and after comparison photos using the latest Visia 3D facial imaging technology. chivasom.com

LE MAS CANDILLE

Mougins, France

► After the energy-zapping fluster of the Côte d'Azur, the green hills of Grasse are a rejuvenating haven. This Shiseido Spa is housed at the Hôtel Le Mas Candille in the medieval village of Mougins, 10 minutes from Cannes – and it brings the latest Japanese-inspired anti-ageing treats to brighten skin and undo the sins of sun worship. Indeed, as you cross the spa's ornamental bridge you can feel your frown unfurrow. All the treatments use the Qi method: a traditional Oriental philosophy that aims to restore the vital energy that runs through the body. The Future Solution LX Facial Ceremony, which uses ingredients ranging from pearl to green tea and star fruit, involves a number of delicate steps, from exfoliation to light steaming with Oshibori hot towels and a firming face massage. And there's the excellent Shiseido boutique, which sells hard-to-find specialist anti-ageing creams and Serge Lutens fragrances. lemascandille.com



SPA ON BOARD ► Call in the gurus to create your own onboard retreat

BEST TO BEAT STRESS:

Deborah Richmond

► Richmond has many loyal fans for her bespoke brand of yoga. Whether it's gentle restorative stretches you're after or the full body burn, sessions are tailored entirely to suit your needs. And yoga at sea can be just as grounding, she assures us. deborahrichmond.co.uk

BEST FOR MAKING FITNESS FUN:

James Larkin

► A pure master of motivation, famous for his competitive Millennium Bridge step challenges with City clients, Larkin is equally inventive when it comes to training on the move. Just don't expect to take it easy. Kayak death-challenge anyone? thejameslarkin.com

BEST FOR HONING YOUR BEACH

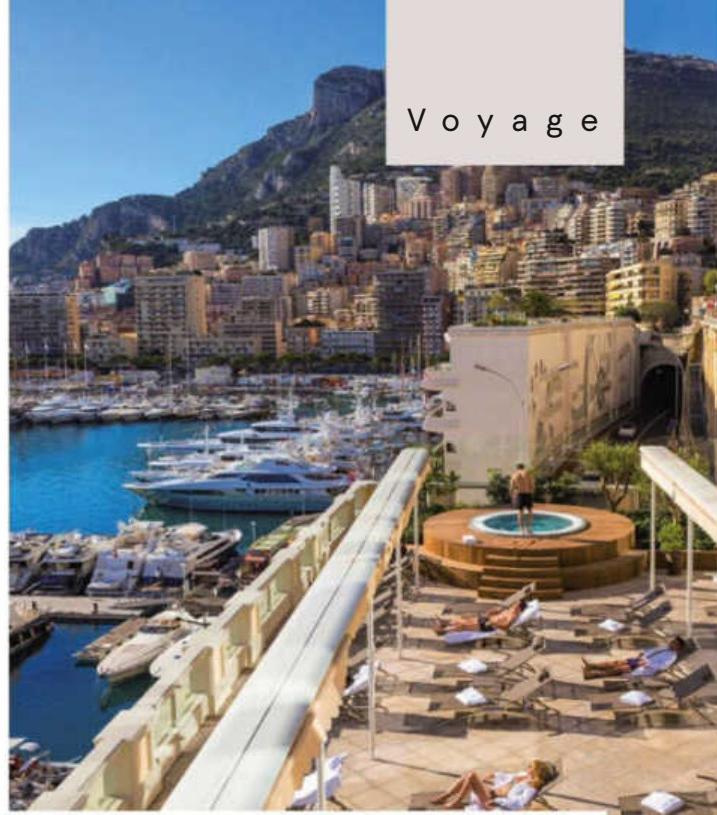
BODY: *Henlu van der Westhuizen*

► The programme that South African former rugby player van der Westhuizen devises for his clients on holiday ensures they go home slimmer. When he's not teaching one-on-one in London, he runs his own HHH retreats at Emelisse Hotel in Kefalonia with chef Alan Wichert. henlupt.com

BEST FOR SOOTHING YOUR

SOUL: *Suzi Cinalli*

► Focused on restoring mind-body equilibrium, Cinalli's team at The Vital Touch will preserve your health with daily holistic massages and healing reiki on deck. Recipients of her therapeutic techniques and chair massage will want to take her home. thevitaltouch.com



Charter Lazy Z

YOUR SUPERYACHT PLAYGROUND



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THE WORLD'S LEADING SUPERYACHT AUTHORITY



Fresh from an extensive interior refit and fabulous deck upgrades the 51.8m (170ft) **LAZY Z** offers fun and thrill-seeking excitement for the ultimate charter experience. With an impressive collection of watertoys and a full beach party set up, **LAZY Z** is a top charter choice in the Caribbean and Bahamas this winter.

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PUENTE ROMANO

Marbella, Spain

► A 10 minute tender ride from Puerto Banús harbour, Puente Romano is a palm-fringed oasis set in gardens brimming with orange trees, open cabanas and swings that gently rock to the rhythm of the ocean. Treatments at its Six Senses Spa have a wonderfully Mediterranean flavour thanks to the Organic Pharmacy's uplifting orange blossom therapies, while the spa itself exudes typical Andalucian charm with its hand-painted tiles and natural stone and timber. The focal point here is the splendid wet area, where you can relax in the perfectly ergonomic loungers, your privacy assured by waterfalls running down the big windows and a strict limit on numbers. For more intense beautifying, the Olive Oil and Sea Salt Treatment is perfect for softening parched skin. Come back later for an Indian head massage and you'll ooze out the door. There's a cluster of fine dining options around the hacienda-style courtyard; don't miss chef Dani García's, which has two Michelin stars. sixsenses.com



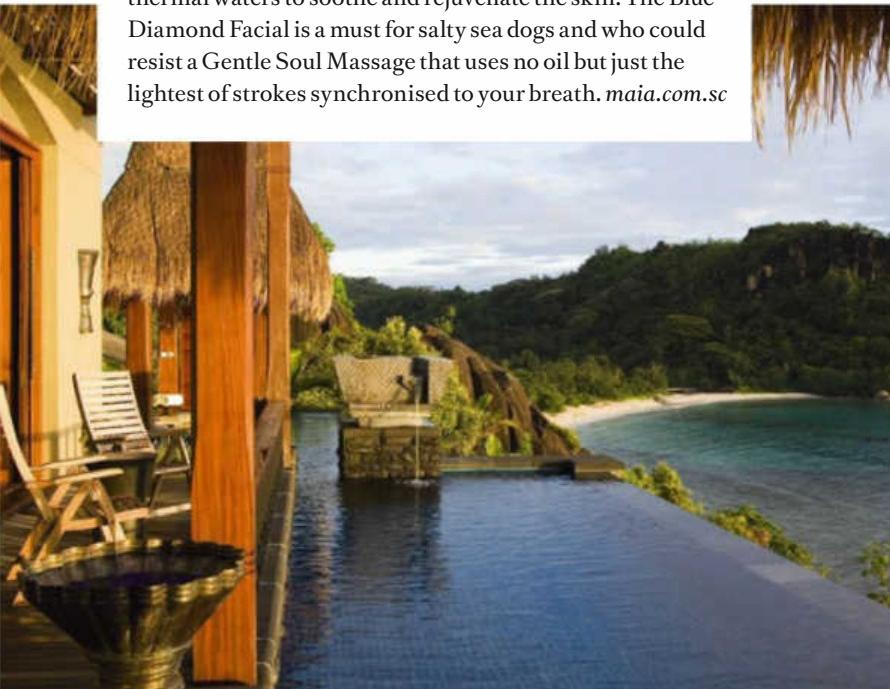
Monastero Santa Rosa was a 17th-century monastery

MAIA
Seychelles

186

► A postcard paradise with spa treatments to match. Drop anchor in peaceful Anse Louis Bay on Mahé's west coast and tender into the beach where, melded into the island's volcanic rocks, you'll find gorgeous indoor/outdoor spa pavilions complemented by a gushing waterfall, birdsong and the distant wash of the sea. The sign outside the spa reads "Quiet, please...Shh. Shh". And they mean it. Maia's watchword is privacy; the ethos is de-stressing, revival and relaxation. There are yoga and qi gong sessions for lowering the heart rate and revivifying facials and massages headlined by Hungarian skincare brand Omorovicza, which employs the healing properties of mineral-rich thermal waters to soothe and rejuvenate the skin. The Blue Diamond Facial is a must for salty sea dogs and who could resist a Gentle Soul Massage that uses no oil but just the lightest of strokes synchronised to your breath. maia.com.sc

Best for
**LUXE WITH
LOCAL
FLAVOUR**



MONASTERO SANTA ROSA

Amalfi Coast, Italy

► The nuns moved out a century ago but they still ring the church bell on your arrival at this heavenly spa hotel. Perched high on the cliffs at Conca dei Marini, overlooking the Amalfi Coast, the old convent is set among herb gardens that cascade down towards a wonderfully dramatic infinity pool; the perfect spot for eyeing the superyachts in the bay below. In keeping with the ecclesiastical feel, treatments use Santa Maria Novella's healing herbal creams and balms, originally made by Florentine monks for Catherine de Medici. The vaulted treatment rooms, in the old wine cellar, are cool and quiet. There, you can enjoy a herbal body scrub, nourishing bee pollen facial or maybe an Aloe Coulis body wrap that takes the sting out of sunburnt skin with manuka honey and ice poultices. Amen to that. monasterosantarosa.com

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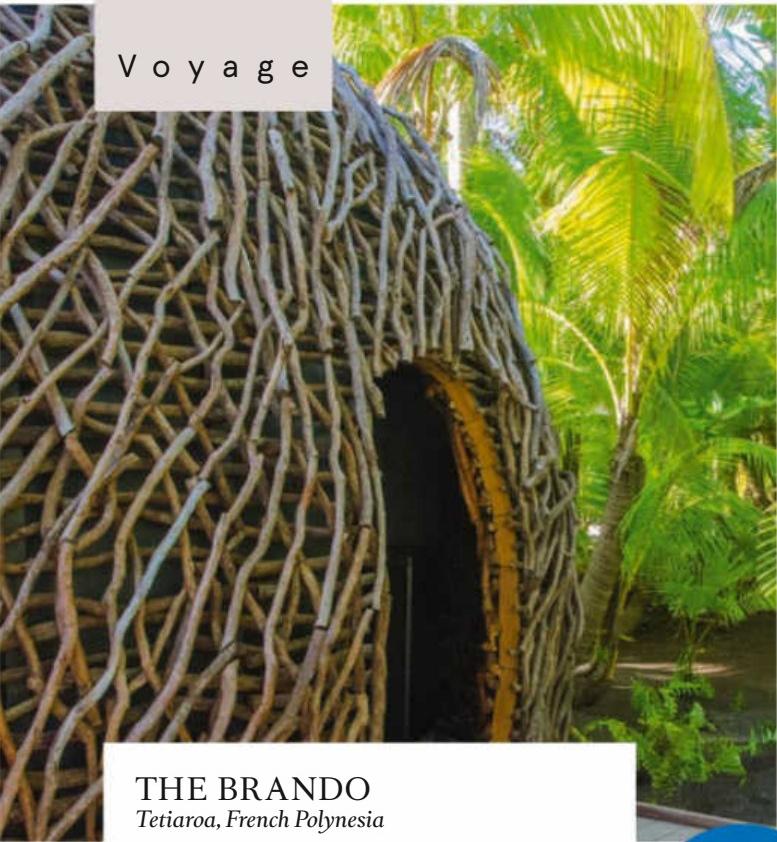


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THE BRANDO

Tetiaroa, French Polynesia

► Just north of Tahiti is the private Tetiaroa atoll. Centuries ago the Tahitian royal family came here to get away from it all and Marlon Brando had the same idea when he bought it after making *Mutiny on the Bounty* in 1962. Now it's your turn to drop anchor and sign off. Ideally, you'd rock up on a J Class sloop as this place has a serious eco ethos, with seawater-powered air-conditioning and an on-site research centre; even the mosquitoes have been genetically modified not to bite (supposedly), so you can leave toxic repellents at home. The spa is a revelation, featuring woven wicker spa pods built into the trees, the most spectacular of which is Fare Manu – "the Birdhouse" – six metres above the ground. Treatments offer an authentic natural twist; expect papaya and black sand body scrubs, volcanic stone massages with local coconut oil and Algotherm marine facials. Days are spent swimming with green turtles, snorkelling in coral gardens and ogling the sunsets. It's the stuff of dreams. thebrando.com

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Best for
UNWINDING
OFF THE
GRID



NIHIWATU

Sumba Island, Indonesia

► An eight-hour cruise from Bali, this once-humble surfers' paradise on Sumba Island's south coast has been reborn – with four-posters, private pools and daybeds that become night-beds for glamping under the stars. The star act is the one-of-a-kind Spa Safari. The journey starts with a heart-thumping hike across the dramatic west coast through a local village to a private, rustic treatment pavilion overlooking the ocean. Here you spend the day working your way through the full spa menu: coconut milk head massage, cooling body wraps using organic beautifiers picked fresh from the bush, and reflexology, skilfully administered by local therapists. It's as authentic and unplugged as it gets. nihiwatu.com



ANDAZ

Peninsula Papagayo, Costa Rica

► It's a route less chartered but the Costa Rican coast is becoming a popular stop for superyachts heading for the Galápagos via the Panama Canal. The hippest hotel on the coast is undoubtedly the Andaz. Inspired by nature, it features spectacular wooden-slat cocoon structures hidden in the jungle along the coastline. Elevated in the canopy of the rainforest, the spa echoes the natural ethos using local ingredients: sand scrubs, clay and mud wraps, volcanic hot and cold stone massages and sugar cane facials. You can even request music inspired by the jungle sounds, not that you'll need it if you choose an outdoor treatment room – the resident Howler monkeys provide ample commentary by themselves. papagayo.andaz.hyatt.com





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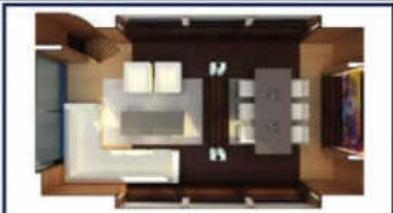


Werner 98Ft Displacement Round Bilged Motor Yacht

Dutch built high quality round bilged midsize superyacht Theo Werner Design.
Built in the Netherlands, ready 2016. Dimensions: 30 x 7.20 x 2.20 m, 2 x 610 hp Caterpillar C18,
appr. 180 Tons, MCA LY2 classification (unrestricted) and Lloyd's Register 100 A1 SSC,
4 cabins, 2 crewcabins. Price: On request



Dining area



Saloon I



Saloon II



Double anchor winch



Pilothouse



Electric system



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February 2016

YOUR
GLOBAL GUIDE
TO THE BEST
SUPERYACHTS
FOR SALE
AND CHARTER
THIS MONTH

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#cniyachting



DB9

52.2m | Palmer Johnson | 2010/2012
€22,985,000

Rytis Babravicius +377 97 97 77 00
rbabravicius@camperandnicholsons.com

**Baraka**

58m | Proteksan Turquoise | 2010
€24,950,000

Charles Ehrardt +33 4 92 912 912
cehrardt@camperandnicholsons.com

1782





Polaris

48.3m | Rossi Navi | 2014

€27,000,000

Rytis Babravicius +377 97 97 77 00
rbabravicius@camperandnicholsons.com



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YACHTING SINCE 1782



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1782

Papi Du Papi
50m | ISA | 2012
€22,020,000*

Fernando Nicholson +1 305 604 9191
fnicholson@camperandnicholsons.com



Pure One
46.2m | Arno | 2008
€13,500,000

Jeremy Comport +33 492 912 924
jcomport@camperandnicholsons.com



C&N



Miraggio
41m | Siar & Moschini | 1988/2015
€4,850,000

Jean-Marie Recamier +33 492 912 910
jmrecamier@camperandnicholsons.com



Nuberu Blau
40.4m | Alloy Yachts | 2000
€3,950,000*

Charles Ehrardt +33 492 912 912
cehrardt@camperandnicholsons.com

La Sultana
65.40m | Georgi Dimitrov | 1962/2015
€22,500,000

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



NEW CA

CNB 43M > 142FT > CNB > 2015 > POA

EUR Gentleman's yacht designed by German Frers and built by CNB Shipyard. Efficient hull design allowing long range cruising. Modern interior with open salon, balconies, 5 staterooms plus

on-deck master with private deck area. Choice of engine options and decor.

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MAARTEN.TENHOLTER@FRASERYACHTS.COM +31 653 739 424 MONACO

NEW CA



MY PARADIS 32M > 108FT > BENETTI > 2014 > 9,500,000 EUR

Tradition Supreme 108' with hybrid propulsion, cruising 5/6 knots with 6/8% power. Unique 32m displacement with full beam upper deck sky lounge and owner's stateroom main deck.

Built to RINA Class & LY2. Accommodates 10 guests in 5 staterooms & 5 crew. Sold like new,

low engine hours and available for immediate delivery, next new 108' available in 2017.
ANTOINE.LARRICQ@FRASERYACHTS.COM +33 6 78 63 61 72 MONACO



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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



COCKTAILS 47M > 157FT > TRINITY > 2004/2012 > 22,000,000 USD

Features a sophisticated interior and exterior, redesigned by the Howard Design Group. Five staterooms accommodating 12 guests. Very spacious with master cabin on main deck

and full beam sky lounge. Refit in 2012 with all new interior, exterior paint, teak decks, engine room rework and A/V system. Fitted with air rest stabilization. Immaculate condition.

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

TO-TOK 37M > 124FT > SANLORENZO > 2014 > 18,200,000 USD

Practically brand new, spacious and light interior. 12 guests in 5 staterooms. Only 200 hours.
FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



CLEVELANDER 24M > 81FT > NAUTOR'S SWAN > 2004/2014 > 1,950,000 EUR

4 dbl staterooms all ensuite plus crew forward. Excellent value.

GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



GEOSAND 42M > 137FT > BAGLIETTO > 2011 > 14,850,000 EUR

Privately used, 6 staterooms, full beam Owner's cabin with two balconies and large saloon.
ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93 100 450 MONACO



56M BENETTI 56M > 183FT > BENETTI > 2007 > 25,000,000 EUR

12 guests in 6 staterooms. Large deck areas. Always been private. Immaculate condition.
DENNISF@FRASERYACHTS.COM +377 93 100 450 MONACO

WATCH THE VIDEO 1. DOWNLOAD AURASMA FROM THE APP STORE OR GOOGLE PLAY 2. SEARCH AND "FOLLOW" FRASER YACHTS 3. POINT DEVICE AT YACHT IMAGE TO WATCH



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FRASERYACHTS.COM



SHERAKHAN 70M > 228FT > VUYK EN ZONEN > 1965 / 2014 > 25,950,000 EUR

A luxurious interior décor and layout, along with incredible facilities create the ideal charter yacht for large families or corporate events. Features gym with Jacuzzi, on-deck Jacuzzi

and swimming pool and a wide array of toys. Accommodates 26 guests in 13 staterooms.
ALEX.KRIK@FRASERYACHTS.COM +33 6 40 61 53 10 MONACO

PRICE REDUCTION



SOY AMOR 42M > 137FT > BENETTI > 2014 > 20,900,000 EUR

A brand new, recently delivered, highly customized Benetti Crystal. Light, open and modern interior with plenty of lounging areas. Features include a waterwall, fireplace,

beachclub and port side launching for the tender. Fantastic opportunity to purchase a beautiful yacht, available for immediate sale.

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FOR SALE & CHARTER

IMAGINE 65M > 216FT > AMELS > 2011 > 69,950,000 EUR

A large yacht with an exterior designed by Tim Heywood and interior by Andrew Winch. Her graceful and contemporary looks cannot fail to impress. She incorporates the latest

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technology, making her pleasurable to cruise on. With her exceptional accommodation and spacious deck areas, she offers great opportunities for recreation and relaxation.

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ANASTASIA M 37M > 122FT > SANLORENZO > 2010 > 7,950,000 EUR

Well maintained vessel, sole owner since new, motivated to sell.
ALEX.KRIK@FRASERYACHTS.COM +377 93 100 450 MONACO

PRICE REDUCTION



COPASETIC 43M > 141FT > HIKE METAL PROD. & SHIP BUILD. LTD > 2006 > 9,900,000 USD
Built with steel/aluminum construction and designed for low maintenance long range cruising.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

RECENTLY REFIT



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MARIE 55M > 180FT > VITTERS > 2010/2015 > POA

Recent refit. Boasts traditional craftsmanship and modern technology.
JODY.OBRIEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



STELLA DI MARE 29M > 96FT > CANTIERE DELLE MARCHE > 2013 > 7,250,000 EUR
Pocket explorer vessel designed to cruise all oceans, large deck spaces & interior volume.
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NEW C

VICKY 72M > 238FT > PROTEKSAN-TURQUOISE > 2012 > 62,500,000 EUR

A sleek and sophisticated yacht in near-new condition. Attractive features including a spectacular sundeck with swimming pool. Also a full-beam spa that opens to water, a helipad

and a guest elevator. Accommodates 14 guests in 7 staterooms with six guest staterooms on the main deck and the owner's stateroom on a private upper deck with balconies.

STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



ECLIPSE 43M > 141FT > FEADSHIP > 1993 / 2008 > 11,950,000 USD

A true pedigree yacht with a stunning Terence Disdale interior, large deck space and tenders.
RICHARD.EARP@FRASERYACHTS.COM +377 93100 450 MONACO



OKTO 66M > 217FT > ISA > 2014 > 59,500,000 EUR

STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE
RICHARD.EARP@FRASERYACHTS.COM +377 93100 450 MONACO

FOR SALE & CHARTER



BELUGA 44M > 146FT > TIMMERMAN YACHTS > 2014 > 13,900,000 EUR

A 500GT yacht with full beam owners' stateroom, gym, sauna, beach club, art deco interior.
JJ.MINNEMA@FRASERYACHTS.COM +377 93100 450 MONACO

MAYRA 50M > 164FT > MAYRA YACHTS > 2015 > 22,500,000 EUR

STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE
HAVER.TANBAY@FRASERYACHTS.COM +90 252 313 53 43 BODRUM

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FRASER YACHTS



PRICE REDUCTION

MANGUSTA 80 25M > 82FT > OVERMARINE > 2006/2014 > 970,000 EUR
Best Mangusta 80 Hard Top on the market. Mint condition. Extremely low priced.
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971 700 445 PALMA



PRICE REDUCTION

SUNSHINE 37M > 124FT > LLOYD'S SHIPS > 1986/2014 > 3,900,000 USD
JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE
TREVOR.CARROLL@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



NEW CA

ASCHANTI IV 34M > 114FT > BURMESTER > 1954/1994 > 4,250,000 EUR
A high ocean-going fast Schooner in excellent condition with classic interior. VAT PAID
THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971 700 445 PALMA



CODENE 35M > 115FT > TENIX DEFENCE > 2005/2013 > 7,850,000 USD
KEN.BURDEN@FRASERYACHTS.COM +377 93 100 450 MONACO
EUGENIO.CANNARSA@FRASERYACHTS.COM +61 2 9222 7705 SYDNEY



PAPINOU 33M > 110FT > CBI NAVI > 2004 > 4,950,000 EUR
FILIPPO.ROSSI@FRASERYACHTS.COM +377 93 100 450 MONACO
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971 700 445 PALMA



MAXIMUS 30M > 98FT > MOONEN > 2008 > 5,900,000 EUR
The only Moonen 97' on today's market. Built to Lloyds 100 A1 and MCA compliant. 0-speed
STABILIZERS. MAARTEN.TENHOLTER@FRASERYACHTS.COM +377 93 100 450 MONACO



DUMB LUCK 39M > 127FT > CRESCENT > 2001/2003 > 6,900,000 USD
NEAL.ESTERLY@FRASERYACHTS.COM +1619 225 0588 SAN DIEGO
MICHAEL.SELTER@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



KINGFISH 32M > 107FT > CHRISTENSEN > 1997 > 4,295,000 USD
PATRICK.MCCONNELL@FRASERYACHTS.COM +1619 225 0588 SAN DIEGO
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1 owner since new
Only 500 engine hours
Up to 7 cabins
47 metres in length
467 GRT of volume!
Replacement cost EUR 26,000,000
0 boats like her on the market



See the full yacht
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BALISTA

Cantieri di Pisa | 2013 | 46.57m (153ft)
Guest: 12-14 in 6-7 Cabins

Asking: EUR 19,000,000

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ALIBI 49.9M [163.7FT] • CBI NAVI, ITALY, 2005 • €13,500,000 • CENTRAL AGENTS FOR SALE AND CHARTER



INOVA 49.8M [163.2FT] • COSMO EXPLORER, GREECE, 2013 • €26,950,000 • CENTRAL AGENTS FOR SALE

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TURQUOISE 55.4M (181.8FT) • PROTEKSAN TURQUOISE, TURKEY, 2011 (REFIT 2014) • €28,950,000 • CENTRAL AGENTS FOR SALE • Not for sale to US residents while in US waters

NEW BUILD



SORAYA 46 46.5M (152.6FT) • GENTECH, TURKEY, 2014 • €23,950,000 • CENTRAL AGENTS FOR SALE

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J'ADE 58.2M (191FT) ► CRN, ITALY, 2013 ► €36,950,000 ► CENTRAL AGENTS FOR SALE



ROXANE 46.8M (153.6FT) ► SU MARINE, TURKEY, 2010 ► €7,500,000 ► CENTRAL AGENTS FOR SALE AND CHARTER

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SILVER FAST 77M (252.6FT) ■ SILVERYACHTS, AUSTRALIA, 2015 ■ €79,500,000 ■ CENTRAL AGENTS FOR SALE



SYCARA IV 46.1M (151.3FT) ■ BURGER, USA, 2009 ■ US\$27,500,000 ■ CENTRAL AGENTS FOR SALE

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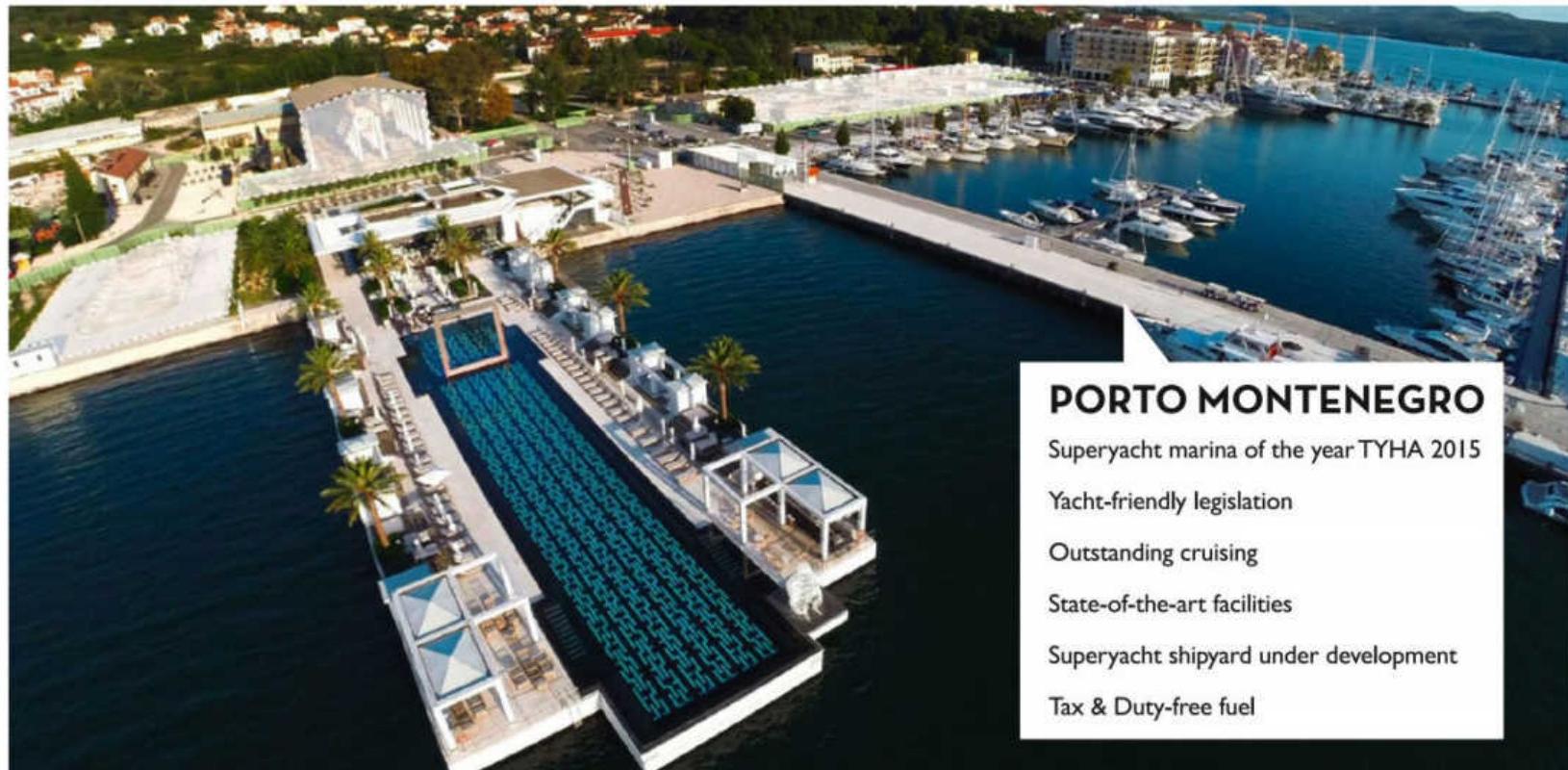
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FOR SALE



GALACTICA

LOA: 50m (164")
 Beam: 9.40m (30'7")
 Draft: 2.60m (8'7")
 Shipyard: Heesen
 Year: 2007 / 2014
 Staterooms: 6
 EUR 21,000,000



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FOR SALE



360

LOA: 47.50m (155'8")
 Beam: 8.90m (29'2")
 Draft: 2.70m (8'9")
 Shipyard: ISA Yachts
 Year: 2003 / 2013
 Staterooms: 5
 Price: EUR 11,900,000



MIRACLE

LOA: 46.50m (152'5")
 Beam: 8.90m (29'2")
 Draft: 2.45m (8'1")
 Shipyard: CMB Yachts
 Year: 2016
 Staterooms: 5
 Price: EUR 13,900,000



CRACKER BAY

LOA: 44.60m (146'3")
 Beam: 8.80m (28'9")
 Draft: 2.80m (9'2")
 Shipyard: Hakvoort
 Year: 2002 / 2015
 Staterooms: 6
 Price: USD 18,500,000

ALSO FOR CHARTER

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 Tel (+377) 97 705 200

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FOR SALE

TUASEMPRE

LOA: 42.60m (139'8")
 Beam: 8m (26'6")
 Draft: 1.30m (4'3")
 Shipyard: AB Yachts
 Year: 2007
 Staterooms: 4
 Price: EUR 6,500,000



YANNEKE TOO

LOA: 36m (118'1")
 Beam: 7.94m (26')
 Draft: 3.50m (11'5")
 Shipyard: Camper & Nicholson
 Year: 1996 / 2015
 Staterooms: 3
 Price: EUR 1,800,000



SILVERTIP

LOA: 33.80m (110'1")
 Beam: 7.10m (23'4")
 Draft: 4.30m (14'2")
 Shipyard: Yachting Developments
 Year: 2001 / 2012
 Staterooms: 3
 Price: EUR 5,950,000

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FOR SALE



O'

LOA: 33m (108')

Beam: 7.10m (23')

Draft: 1.80m (5'8")

Shipyard: Mangusta

Year: 2007

Staterooms: 4

Price: EUR 3,300,000

ALSO FOR CHARTER



SEA RETREAT

LOA: 29.45m (96'6")

Beam: 6.70m (22')

Draft: 1.80m (6')

Shipyard: Cheoy Lee

Year: 2006 / 2015

Staterooms: 4

Price: USD 3,950,000



ICON100

LOA: 29m (100')

Beam: 7.20m (23'7")

Draft: 2m (6'5")

Shipyard: Icon Yachts

18 months from completion

Staterooms: 3 / 4

Price: EUR 9,500,000



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VIUDES 45 M.Y. PRIDE

Builder: Viudes Yachts | Classification: Lloyds Register +100A1 MCH MCA LY2 | LOA: 44.8 m | Beam: 9.5 m | Draft: 2.6 m | Displacement: 420 T | Gross Tonnage: 496 GT | Engines: 2 x CAT C32 Acert
 Stabilizers: 2 x Quantum 1800 QC | Fuel capacity: 80000 lts | Fresh water capacity: 7800 lts | Cruising Speed: 12.5 knots | Max. Speed: 14 knots | Range at cruising speed: 3200 nm
 Range at economical speed (10 knots): 5200 nm | Accommodation: 2 Master cabins and 4 guest cabins | Price: 19.800.000 €



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ITASCA

J. & K. Smits Scheepswerf, 1961 / 2000, 54m / 178ft, 10 guests, US\$19,95m

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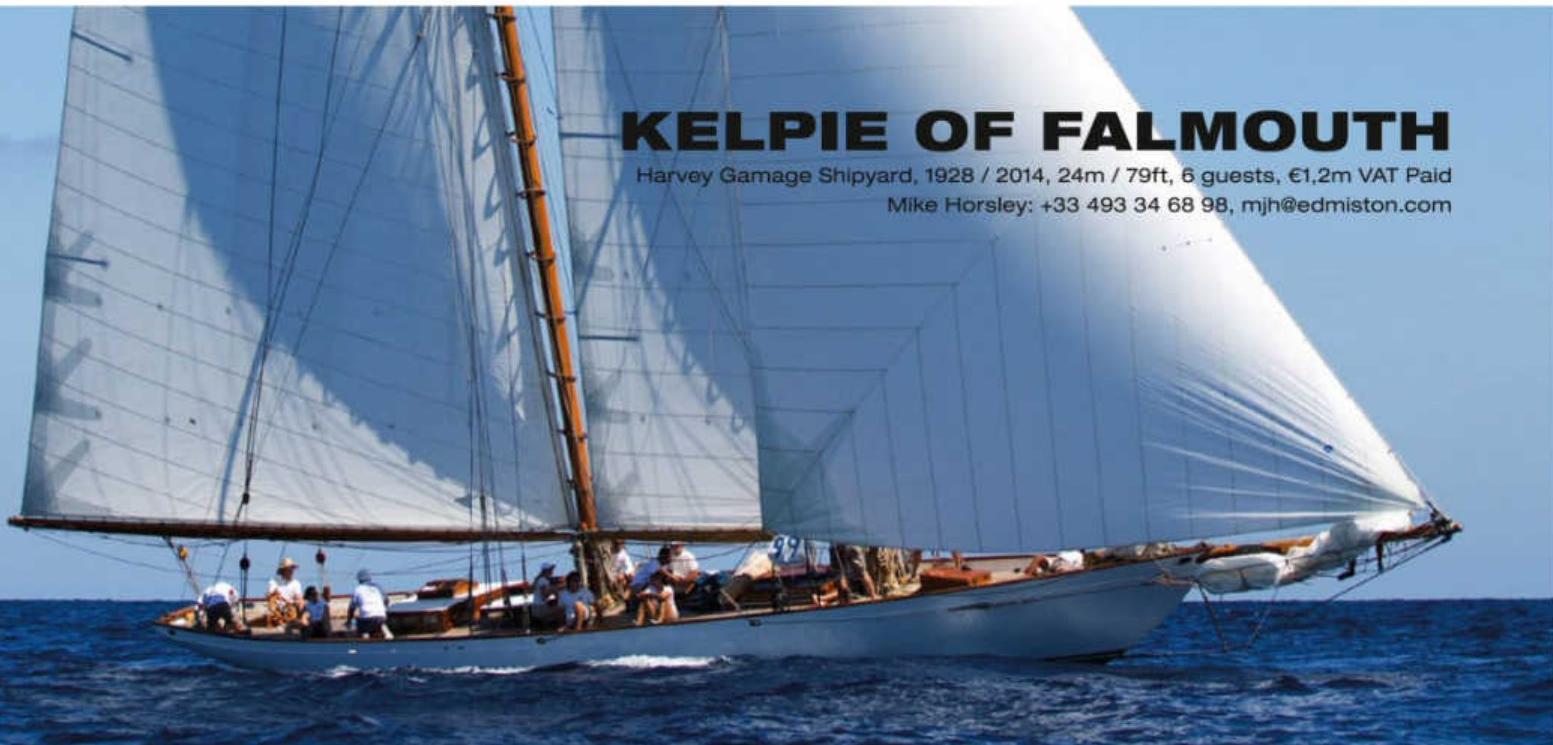
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MARO

Picchiotti, 1988 / 2006 / 2013, 40m / 131ft, 10 guests, €4,5m VAT Paid

Cornelius Gerling: +377 93 30 54 44, cg@edmiston.com



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IZUMI

Palmer Johnson, 2008, 36m / 120ft, 7 guests, €6,5m
 Jonathan Barbe: +377 93 30 54 44, jb@edmiston.com



BURKUT

Baglietto, 2009 / 2012, 54m / 177ft, 10 guests, €21m
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SILENCIO

Perini Navi, 2001 / 2012, 50m / 164ft, 10 guests, €12,95m
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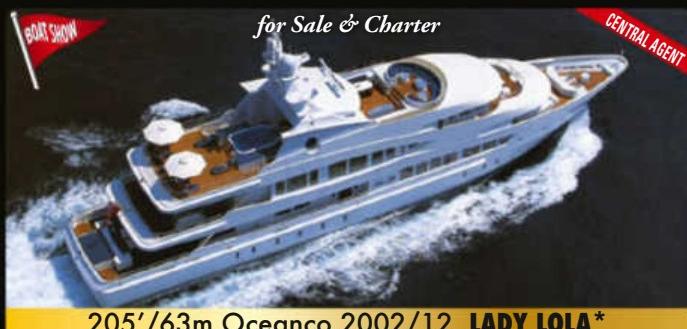
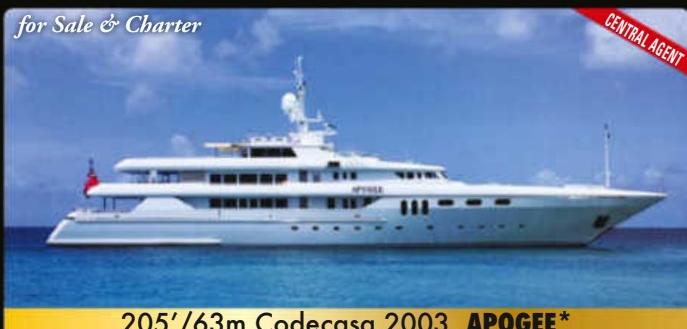
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164'/50m Couach 2012 **LA PELLEGRINA***



164'/50m Trinity 2010 **IMAGINE***



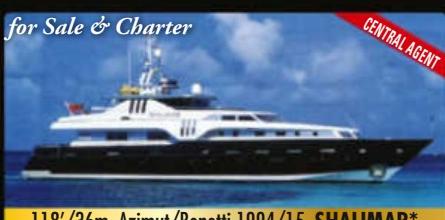
153'/47m Feadship 1997/01 **DAYBREAK***



133'/41m Custom Splendor 2009 **SERQUE**



127'/39m IAG 2010 **NO BADA BEES**



118'/36m Azimut/Benetti 1994/15 **SHALIMAR***



118'/36m Broward 1995/11 **PG'S JESTER**



117'/36m Delta 1990/08 **STAMPEDE***



116'/35m Feadship 1970/08 **UTOPIA II**



116'/35m Pershing 2007/08 **CARCHARIAS***



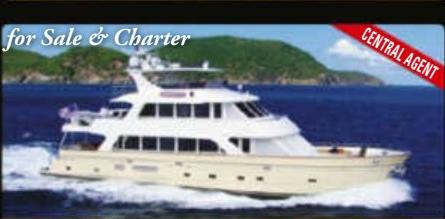
116'/35m Azimut 2006 **GIAOLA LU***



115'/35m CBI Navi 1995/13 **AQUARIUS***



115'/35m Codecasa 1987/02 **NIGHTFLOWER***



87'/27m President 2007 **WATERSHED II**



80'/24m Hatteras 2004 **OCEAN VIEW**



77'/23m Hatteras 2007 **USELESS\$**



75'/23m Riva 2011/12 **NAMEDROPPER**



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COMET 100' RS

€4,250,000 + VAT
West Mediterranean

Cool metallic livery and epic Octopus graphics, understated she ain't! Carbon One Sails which are only recently unwrapped, and comes with Vallicelli good looks, of recent build in 2011. What we can't emphasize enough however, is how seriously and ferociously quick this yacht is. Conceived, designed and built for sailors.



BOTIN 65'

€2,249,000 + VAT
South of France

Potent sailing weaponry from Knierim Yachtbau in 2013, she is massively competitive and on the pace both in and off shore. Also comes with a charming and chic interior as well as a transom that her competition are very bored with watching.



OYSTER 72'

£1,998,000
Lymington

The newest and sharpest of the sistership in brokerage captivity, she hatched 2012 and is glistening. She comes with an extensive and thoughtful specification for serious mile munching including a bold yacht recognition device – her mast colour will ensure she's found even after the most expansive of dinner parties ashore. For new European owners, she has also paid the dreaded...



OYSTER 655

£1,275,000 + VAT
Palma de Mallorca

Built to chat to polar bears and to hang out with humpbacks, her specification for high and low latitude is massive. From 2009, also perfect for azure waters she has one of the best proper world cruising specs that we have ever seen, including carbon rig. Very superior and gleaming crustacean.



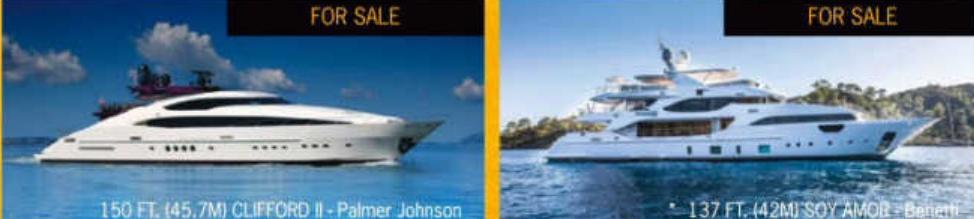
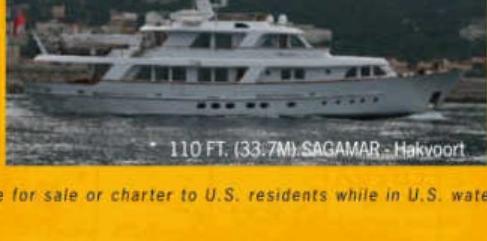
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NASSIMA | 49.18m Acico Yachts | 2012 | Italy | €19,900,000
Peter Bennett | +33 609 96 01 02 | peter@bluewateryachting.com



VK_1 | 42m Vulkan Shipyard | New Build | Spain | €2,990,000
Jim Acher | +33 667 678 357 | jim@bluewateryachting.com



TANIA.T | 41.5m Mondo Marine | 2003 | France | €5,490,000 (VAT paid)
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com



D4 | 38.60m Dynamiq | New Build | Italy | from €13,900,000
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com



WILD THYME | 36.6m Benetti | 2006 | France | €7,450,000
Peter Bennett | +33 609 96 01 02 | peter@bluewateryachting.com



CL112 NEXT | 34m Ferretti | 2010 | Croatia | €7,900,000
Irina Blagodyr | +33 620 16 40 56 | irina@bluewateryachting.com



PRINCESS ELENA | 33.5m Codecasa | 1999 | Italy | €3,450,000 (VAT paid)
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com



CRAZY TOO | 33.5m Mangusta | 2005 | France | €4,700,000 (VAT paid)
Peter Bennett | +33 609 96 01 02 | peter@bluewateryachting.com

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QUID PRO QUO | 30m Benetti | 2007 | France | €4,000,000
Peter Bennett | +33 609 96 01 02 | peter@bluewateryachting.com



LIBERTY CALL | 28.32m Benetti | 2015 | Italy | €6,940,000
Jim Acher | +34 667 678 357 | jim@bluewateryachting.com



SEJAA | 25.13m JFA Chantier Naval | 2002 | Spain | US\$1,295,000
Jim Acher | +34 667 678 357 | jim@bluewateryachting.com



AEGIR | 25.10m Carbon Ocean | 2010 | Spain | €4,750,000 (VAT paid)
Jim Acher | +34 667 678 357 | jim@bluewateryachting.com



LIMITLESS | 24m Sensation Yachts | 2009 | Spain | €1,200,000
Jim Acher | +34 667 678 357 | jim@bluewateryachting.com



CARAMEL | 21.03m Ferretti | 2009 | Greece | €1,100,000
Irina Blagodyr | +33 620 16 40 56 | irina@bluewateryachting.com



MIROMUTU | 20.82m Riva | 2008 | France | €1,850,000 (VAT paid)
Tom Barnes | +33 620 18 17 34 | tom@bluewateryachting.com



LUNNA A | 19.20m Shipman | 2008 | Spain | €1,050,000 (VAT paid)
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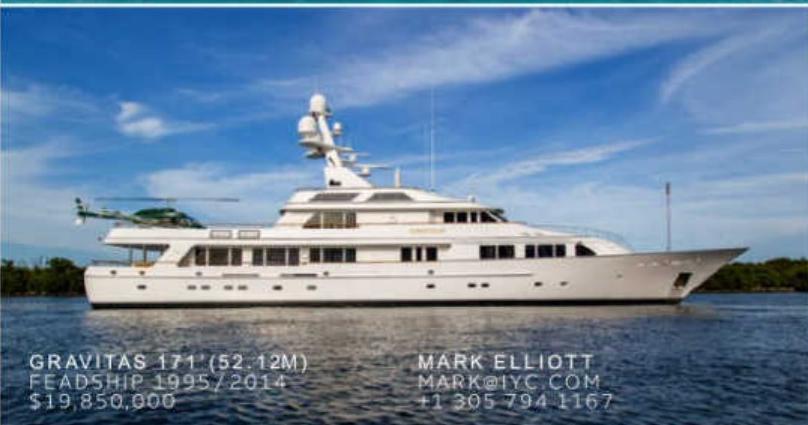
NEW CA

SUNRISE 206'(63M)
SUNRISE 2018
€49,600,000

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M57 EIDOS 187' (56.9m) :: Mondomarine :: 2018 :: €35,000,000
Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



SOVEREIGN 180' (54.9m) :: Newcastle :: 2011 :: \$39,950,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



ONLY ONE 152' (46.3m) :: Baglietto :: 2015 :: €21,000,000
Cromwell Littlejohn :: Fort Lauderdale :: +1 954 205 6166 :: Crom.Littlejohn@NorthropandJohnson.com



SARP 16M 151' (46m) :: Sarp Yacht :: 2015 :: €22,500,000
John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: \$19,500,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



LADY DUVERA 143' (43.6m) :: Hakvoort/Diana Yacht Design :: 2000 :: €10,800,000
Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



APHRODITE A 140' (42.6m) :: Hoek/Vitters :: 1999 :: €7,900,000
Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com



INFATUATION 136' (41.5m) :: Jongert 40T :: 2004/2013 :: €4,500,000
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SINCE 1949



GLORIA 126' (38.4m) :: Jogert :: 1986/2013 :: \$5,950,000

Michael Nethersole :: Fort Lauderdale :: +1 954 648 1250 :: Michael.Nethersole@NorthropandJohnson.com



ADMIRAL WAVE 38M 125' (38m) :: Admiral Sail :: 2018 :: €16,600,000

Ed Dickinson :: Antibes :: +33 6 48 90 59 13 :: Ed.Dickinson@NorthropandJohnson.com



BARTENDER 119' (36.4m) :: Tansu :: 2011 :: €7,800,000

Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



SKIPPER 100' (30.5m) :: Holland Jachtbouw designed by Hoek :: 2000 :: €4,200,000

Jochen Brill :: Palma :: +34 627 542 554 :: Jochen.Brill@NorthropandJohnson.com



BLUE PAPILLON 97' (29.5m) :: Jongert 2900 M :: 1993 :: €2,200,000

Jochen Brill :: Palma :: +34 627 542 554 :: Jochen.Brill@NorthropandJohnson.com



ICARUS 88' (26.7m) :: Jongert 2700 M performance sloop :: 2007 :: €3,450,000

Joost Govers :: Palma :: +34 971 707 900 :: Joost.Govers@NorthropandJohnson.com



HEIDENSKIP 84' (25.5m) :: Aluboot/van der Stadt :: 2005 :: €1,475,000

Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



FRUITION 80' (25m) :: Kanter/Chuck Paine :: 2001 :: €1,195,000

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V72031 LYING: MALLORCA



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PB1186 LYING: MALLORCA



PRINCESS 85 MY 2012
£2,390,000 EX VAT
PB1200 LYING: BARBADOS



*NATITA
216' 6" (65.99m) 2005 OCEANCO



SKYFALL
190' (57.91m) 2010 TRINITY



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YACHTS

VISIT US AT THE 2016 MIAMI YACHT AND BROKERAGE SHOW



*SILVERWIND
143' (43.63m) 2014 ISA



ANTARES
130' (39.62m) 2008 WESTPORT



REDEMPTION
130' (39.62m) 2004 WESTPORT



BAYOU
122' (37.8m) 1980/2013 BREAUX BAYCRAFT



SONAS
120' (36.58m) 2002/2014 BROWARD



*ROMANZA
120' (36.58m) 2008/2015 BENETTI



SPRING TIME
110' (33.53m) 2007 LAZZARA



*THE WELLESLEY
108' (32.4m) 2001 FALCON



INDEPENDENCE 2
105' (32m) 1993/2013 BROWARD



BELLA VITA
95' (28.96m) 2011 AZIMUT



OCEAN DRIVE
93' (28.5m) 2012 BENETTI



SEA SIX
92' (28.23m) 2010 RIVA DUCHESSA

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DQC

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QUINTA ESSENTIA
180' 6" (55m) 2016 ADMIRAL



† *IONIAN PRINCESS
150' (45.72m) 2005 CHRISTENSEN



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YACHTS**

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†*ARIOSO
130' (39.62m) 2006/2015 WESTPORT KQC



***BLUE MAMBA**
127' (38.71m) 2008 OCEANLINE RQC



JETSETTER
126' 8" (38.6m) 2016 DYNAMIQ QQC



†*TOUCH
120' 1" (36.6m) 2004/2015 LOUISBOURG BVC



RUSALKA
118' (36m) 1994/2004 CHRISTENSEN HRC



† FEELIN FREE
112' (34.14m) 2010 WESTPORT OTC



NICOLE EVELYN
100' (30.48m) 2002 HATTERAS SRC



SKYLER
100' (30.4m) 2012 CUSTOM LINE STC



† LIVERNANO
95' (29.26m) 2010 PRINCESS VRC



LEADING FEARLESSLY
91' 11" (28.02m) 2008 SUNSEEKER 3SC



***PREFERENCE**
83' 7" (25.48m) 2013 PRINCESS QSC



73' FERRETTI
73' (22.25m) 2006 FERRETTI WSC



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† Also available for charter

* Not for sale or charter to US residents while in US water.
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AB • SUNSEEKER 80 YACHT • 2011 • £1,695,000 • EX TAX

Broker: Gary Cleaverly • gary@sunseekerlondon.com • +44 7778 878 886



LIDIA III • SUNSEEKER 34M YACHT • 2011 • €5,750,000 • TAX PAID

Broker: William Burns • william@sunseekerlondon.com • +44 7776 233 459



WWW.SUNSEEKERBROKERAGE.COM | A WORLD LEADER IN YACHT BROKERAGE

A large white and black Sunseeker 28 metre yacht is docked at a marina. The yacht has a sleek design with a black hull and white superstructure. It features a large deck area with a sunpad and a curved glass-enclosed lounge. The water is a clear blue, and the sky is partly cloudy. In the background, there are other boats and some buildings on a hillside.

SPONTANEOUS • FEATURED LISTING

SUNSEEKER 28 METRE YACHT • 2012 • £3,900,000 • EX TAX

Broker: Christopher Head • christopherhead@sunseekerlondon.com • +44 7774 729 652





WWW.DEVALK.NL

FARR 63 PILOT HOUSE

€ 830,000

NEW LISTING



Built: 2002, GRP. Builder BSI, dim. 19.27 x 5.48 x 2.75 m. Berths 6 + 3 crew. 5 cabins 190 Hp Yanmar.

BROKER Paul Galle | Palma | +34 971 402 911 | pgalle@devalk.nl

X73

€ 1,365,000



Built in 2002, dim.: 22.20 x 6 x 3.15 m. Only two of these fantastic blue water cruisers were ever built. Pulsar II was completed in 2002 for a very experienced yachtsman, and remains in mint condition.

BROKER Leonard Bonnema | Amsterdam | +31 35 5829014 | lbonnema@devalk.nl

SEASTAR TRAWLER 1900

€ 795,000

PRICE ↓ REDUCED



Composite; built 2003 by Seastar Shipping NV, dim.: 19.00 x 5.20 x 1.70 m, air draft 6.70, teak decks, sleeps 6 in 3 cabins, 2 x Caterpillar 3406, 800 hp diesel, max. speed approx. 20 knots, KOOP stabilizers hydraulic, bow-stern thruster, Kabola heating, 2 x generator (5,6 + 16 kW).

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl

DUTCH CUSTOM BUILT

€ 780,000 (VAT not paid)

NEW LISTING



Aluminium, built 2008 but never used, 'Atoa' is a rare yacht on the market, purpose-designed and built as cruising yacht for family life aboard and cruising worldwide. The main concept of this self-sufficient yacht for comfortable cruising with high average speed (motorsailing).

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl

VAN DER HEIJDEN SUPERIOR FLY 2000

€ 885,000

NEW LISTING



Steel, 2010 built by Van der Heijden Yachts, dim: 18.50 x 5.45 x 1.45 m, teak decks, sleeps: 8 guests in 4 cabins, 2x IVECO 280 hp diesels, max. speed approx. 10 knots.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl

ALTENA CRUISER 19.50

€ 849,000 (VAT not paid)



Built in 2013 by Altena Yachting B.V., the Netherlands, designed by Vripack, dimensions approx.: 19.50 x 4.85 x 1.25 m, 3-cabin layout, 10 mm thick steel & multi hard chine hull, CE-B, 2x Iveco MEF 150 hp diesels, max. speed approx. 11 knots, hydraulic bow- and stern thruster.

BROKER Henk de Vries | Sneek | +31 515 428030 | hdevries@devalk.nl



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ELEGANCE 64 GARAGE

€ 599,000

PRICE REDUCED



GRP, built in 2006 by Drettmann, Germany, dim.: 19.94 x 5.47 x 1.65 m, mahogany interior, sleeps 8 guests in 4 cabins, 2x MAN 1360 hp diesels, max. speed approx. 32 knots, hydraulic bow- and sternthruster, 2x Onan generator, trim tabs, autopilot.

BROKER Arne Doodeman | Sneek | +31 515 428030 | adoodeman@devalk.nl

NORTHERN MARINE 78

€ 1,950,000 (VAT not paid)



GRP, built in 2003 by Northern Marine U.S.A., dim.: 23.50 x 6.60 x 2.00 m, award winning traditional interior with mahogany high gloss finish, sleeps 8 in 4 cabins plus one single in the pilothouse, 1x Cummins KT19M 600 hp diesels, hydraulic bow- and stern thruster.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl

AZIMUT 116

€ 4,800,000 (VAT not paid)



GRP, built in 2006, dim.: 35.80 x 7.70 x 2.00 m, 5 cabins, planning hull, 10 berths, 0 Speed stabilizers, 2x MTU 16VM91 2000hp, RINA Class, Tropical Cruisair 2500 BTU a/c, 16.4 m Novurania equator with 530 Volvo Penta inboard, diesel.

BROKER Athos Cleanthous | Antibes | +33 492 910 202 | acleanthous@devalk.nl

VAN DER HEIJDEN DYNAMIC DELUXE 2100

€ 850,000

NEW LISTING



Steel, built in 2006 by Van der Heijden Steel Yachts B.V., The Netherlands, dim.: 21.30 x 6.00 x 1.50 m, 8 berths in 4 cabins, 2x Iveco NEF 400 400 hp diesels, hydraulic bow- and sternthruster, 2x Onan generator, very high level of finishing & equipment!

BROKER Henk de Vries | Sneek | +31 515 428030 | hdevries@devalk.nl

BENETTI 35 CLASSIC

USD 6,850,000 (VAT not paid)

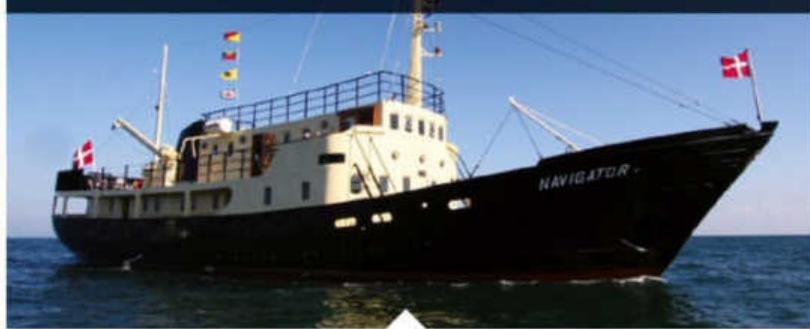


Built in 2003. Dim.: 34.95 x 7.52 x 1.98 m. This nice Benetti Classic 35 was built in Italy to ABS class. The yacht's interior has been designed by Zuretti and exterior styling by Stefano Righini Design.

BROKER Leonard Bonnema | Amsterdam | +31 35 5829014 | lbonnema@devalk.nl

CLASSIC STEEL MOTOR YACHT

€ 2,900,000 (VAT not paid)



Steel, built in 1941 by Nakskov Skibsværft, Denmark, dim.: 35.80 x 7.50 x 2.60 m, complete rebuilt, classic lines combined with a Danish design interior (completed in 2011), sleeps 12 guests in 6 cabins and 4 crew berths, 1x B&W Alpha Diesel 280 hp diesel, max. speed approx. 9 knots.

BROKER Arne Doodeman | Sneek | +31 515 428030 | adoodeman@devalk.nl


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WESTPORT 164 | 50M



164' Westport Tri-Deck MY 2008
 Bryan Long, C.A.



New Construction
WESTPORT 130 | 40M



130' Westport Tri-Deck MY 2008 "ANTARES"
 Alex Rogers / Camm Moore, C.A.'s



New Construction
WESTPORT 125 | 38M



117' Delta LRC 1996 "GRUMPY"
 Camm Moore / Alex Rogers, C.A.'s



New Construction
WESTPORT 112 | 34M



112' Westport RPHMY 2008 "HANNAH B"
 Camm Moore, C.A.



112' Westport RPHMY 2010
 Mark Peck / Claude Racine, C.A.'s

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Atalanta Golden Yachts is proud to present the 72 meter O'PARI³, one of the largest luxury motor yachts built to date by Golden Yachts. O'PARI³ features nine elegant staterooms including three master suites, a touch and go helipad, a fabulous beach club with spa and a fully equipped gym. Exterior and interior design by Giorgio and Stefano Vafiadis. Launched May 2015.

For further information and charter requests contact Atalanta Golden Yachts.

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169' (52M) BEAUPORT | DAVIE SHIPBUILDING

Owners Deck; Ice Strengthened; Steel; Stabilized; Yacht Interior; Huge Crane; Can carry 3 man sub and huge tenders, very economical to operate, Great Condition. \$2,490,000.

* Not for sale to US Citizens while in US waters.



120' (36.5M) FAR FAR AWAY | INACE | 2012 | ABS & MCA CLASSED

Master + 4 Guest S/R, 6000 NM range. Large full beam Master, great Flybridge. 2x Cat engines, modern warm interior style, ready to cruise the world. \$13,950,000.



* Not for sale to US Citizens while in US waters.

95' (28.96M) IMPETUS | 2005 | AWARD WINNING | 6500 NM RANGE

Quantum Maglift Zero speed stabilizers, 2x Cat engines, Custom interior ABS/MCA, Unlimited offshore, Excellent condition. Asking \$6,195,000



90' (27.4M) ROSA | ABD | 1996 REFIT 2014

Rare huge Master behind bridge with private deck, 2x guest on main deck. Everything completely updated, Asking \$4,995,000.



PRICE REDUCTION



* Not for sale to US Citizens while in US waters.

75' (22.8M) SAFIRA | INACE EXPLORER | 2008

True long range explorer, twin engines. Built for Admiral of Brazilian Navy, in Bristol condition. Asking \$2,195,000. Make offers.

90' (27.4M) ALL OCEAN | LUIZ DE BASTO DESIGN | 2017

Master on main deck, 4000+ NM range, Steel or GRP. Huge volume, created with all the features needed for Exploring, Master on main deck, 22' tenders Cat engines, fully equipped \$8,550,000.



224' (68M) OCEAN ROVER | TACOMA SHIPBUILDING | 1985

ABS/SOLAS/Ice Class ex-US Navy Sub Hunter/NOAA Research; Diesel Electric, very quiet; 9000 NM Range; Wet & Dry Labs; submersible friendly; 44 guests, scientists & crew; seriously overbuilt. Asking \$4,950,000

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SPECIFICATIONS

Length: 55.60m (183')

Year of rebuild: 2004 (Full exterior and interior refit from a bare hull; very extensive engineering refit with new main engines inclusive)

Builder: Elsflether Werft AG Germany

Hull Construction: High Tensile Steel

Cruising Speed: 12.5 knots

Number of Cabins: 7

Total Guests: 14

Cabin Configuration: 4 x Double and 3 x Twin

Total Crew: 13

Engines: 2xMTU 12 V 652 (2x1130 KW)

Generators: 3 x Caterpillar 3306 TA (3x172 KW)

1 x Caterpillar 3056 T (1 x 110 KW)





M/Y BASH

MONDOMARINE 40METRE



**FOR SALE AT €7,900,000
€6,900,000**

MONDOMARINE 40 was built in 2009 and delivered to its first owner in 2011. She boasts a gross tonnage of approximately 330 GT, is powered by dual MTU2000M91, and can achieve top speeds of 16.5 knots and range of 2,600 miles. She has a semi-displacement hull, but also includes a central skeg to help reduce roll. With over €300k worth of work carried out on her in the last 6 months, she is ready for her new owner to set sail.



**WANTED - 15-20M
SUPERYACHT TENDER**

**FOR SALE:
PRINCESS V53 2009**

**FOR SALE:
PANTERA 41 2012**

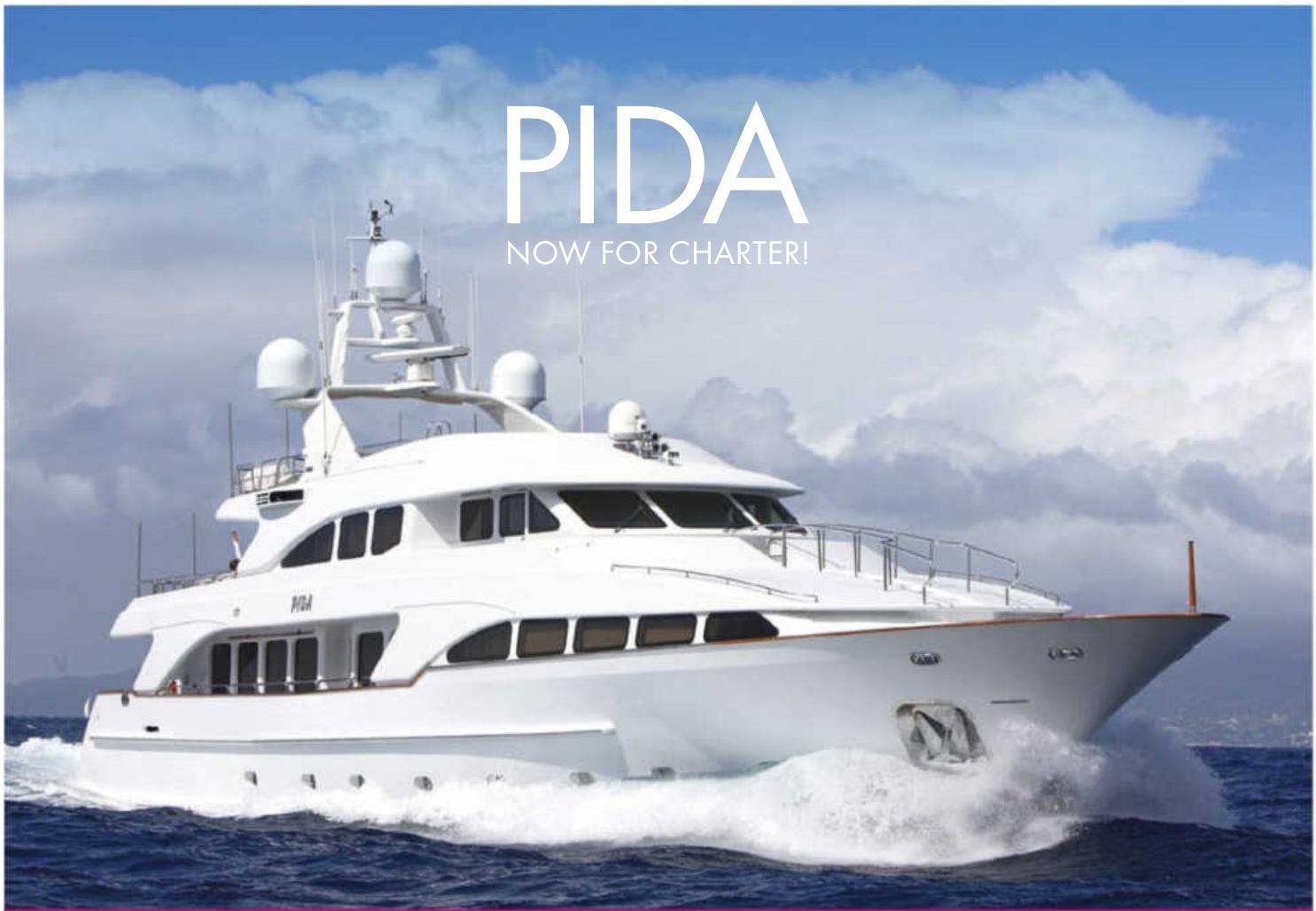
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PIDA

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This beautiful 35m yacht is a classic Benetti, and after a complete technical and cosmetic refit in 2014 she is in excellent condition. Her Versace interior design and exceptional lighting system give her the perfect combination of luxurious elegance and welcoming warmth. PIDA accommodates 10 guests in 5 majestic staterooms, all with pristine ensuite bathrooms. Opportunities aboard this magnificent yacht feel endless - from cruising in tenders, to jet-skiing, to playing on her giant water-slide or Aquaglide Jungle Jim. There truly is something for everyone! The on deck Jacuzzi is the perfect place to relax and linger over a favourite drink, while absorbing the spectacular sunset. Nearby, a tantalizing BBQ awaits on the flybridge. Whatever your desires, we cannot wait to create your perfect holiday!

EUR 95,000 - EUR 105,000 p/w MYBA. www.my-pida.com Central Agent for charter.



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Sistership

SEDA – NEW CENTRAL AGENCY

A meticulously maintained 20.9m / 68'7 Ferretti from 2013. With her MTU engines, zero-speed stabilizers and 4 cabins for 8 guests, she is a great option if you would like a sporty but elegant yacht.

Asking: EUR 1,999,000. Central Agent.

**SPIRIT OF ASHANTI – NEW CENTRAL AGENCY**

30.6m / 106'0" yacht custom built in 1998 by Tecnomarine. Designed by Design Studio Spadolini, with the interior styled by Rosella Federigi she was refitted in 2006 and 2015. Accommodation for up to 10 guests in 4 staterooms.

Asking: EUR 1,450,000. Central Agent.

**BLACK DIAMOND – NEW CENTRAL AGENCY**

A 58m / 190'0" solid, offshore tug built by Scheepswerf De Waal in 1975. Converted in 2014 to an event boat capable of welcoming 450 guests on board at anchor or in port. Easily converted to a shadow vessel.

Asking: EUR 2,300,000. Central Agent.

**GREMAT – PRICE REDUCTION**

Immaculately presented 27m / 88'6" Leopard 27 built by Cantiere Arno in 199. Owner wants to sell her quickly, therefore the style and the price are both attractive! She is the perfect choice to cruise with style and performance in the Med. Accommodation for 7 guests in 3 staterooms.

Asking: EUR 520,000. Central Agent.

**NEPHELE**

The impressive 34.2m / 112'1" sailing yacht NEPHELE was built in 2003 by McMullen & Wing and designed by German Frers. She delivers a perfect harmony of elegant clean lines and quality finish, whilst being a very capable world cruising yacht. Accommodation for 6 guests in 3 staterooms.

Asking: EUR 4,900,000. Central Agent.

**BLUE PAPILLON**

30m/97' Jongert launched in 1993 BLUE PAPILLON is a fine example of a high quality Dutch build. A modern styled sailing yacht with relatively clear decks and a low profile superstructure. Currently being upgraded with state-of-the-art electronics making her perfect for circumnavigation. Accommodates 6 guests in 3 staterooms.

Asking: EUR 2,200,000 (VAT Paid). Joint Central Agents.

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STEEL

Truly the ultimate Explorer! This 2009, 55m/180' Pendennis yacht is classed 100 A1, G6, Ice Class 1A, as well being MCA compliant. Many claim this but here is a yacht that really can go everywhere! The overall concept together with a beautifully crafted classic interior shows the passion and the experience of the Owner. Up to 12 guests can be accommodated in 6 generous staterooms. And with the usual advanced audio and visual systems, zero-speed stabilizers, two wave runners and much more, STEEL is equally an impeccable pleasure yacht.

Asking: EUR 29,000,000 Central Agent.



AURORA

From the Dutch shipyard Moonen, a 25.7m / 84'5" steel/aluminium motor yacht launched in 2004. Her timeless design features accommodation for up to 8 guests in 4 cabins, a sheltered aft deck and a spacious flybridge with bar and barbecue. Largely self-sufficient, AURORA has been built as a seagoing luxury yacht and is equipped for extended voyages. Extremely competitive but relatively firm asking price.

Asking: EUR 1,800,000. Central Agent.

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Every month we
take a boat we love
and admire her, erm,
sternest asset...

Event

What is it? The axe-bowed beauty *Event*, delivered by Amels in 2013. The 62.4m motor yacht was the first of the Dutch yard's 199 Limited Editions models to hit the water, followed in 2015 by *Madame Kate*. **Why we love it:** She cuts a seriously dramatic figure on the water, thanks to that scimitar stem and big round windows. She's got all the charm of a fully custom design in a repeatable package.

Design genius: Like all Limited Editions yachts from Amels, she bears the signature of Tim Heywood on her superstructure. Heywood really pushed for the edgier styling, which meant there was more volume forward for a tender garage on main deck level. This freed up space for a big beach club aft, behind the folding transom seen here.

Perfect for: The impatient. You get a new 62 metre in just two years!

FOUR WISHES



Simple elegance at its best! Launched in 2004 by Palmer Johnson, this 43.9m / 144'0" world cruiser is fresh from a complete interior and exterior refit. She has been beautifully updated with calming soft coastal hues which complement her exquisite teak panelling. Lights, music, blinds and TVs are all controlled by iPad and the Roku movie provider features the latest movies. Accommodation for 10 guests in 5 staterooms.

Asking: USD 15,900,000. Central Agent for sale and charter.



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